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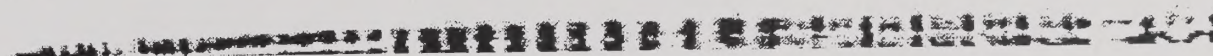
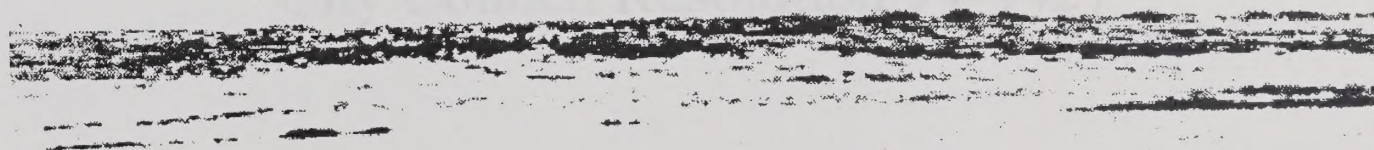
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UNIVERSITY OF CALIFORNIA



CITY OF IMPERIAL BEACH
GENERAL PLAN & COASTAL PLAN

City of Imperial Beach



1911

THE

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THE

City Council Resolution 94-4427

City of Imperial Beach

General Plan and Coastal Plan

Adopted October 12, 1994

City Council Resolution 92-447

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INTRODUCTION

It is highly prized, that edge of California where the earth confronts the sea.

Paul Sedway

The General Plan/Local Coastal Plan

The Imperial Beach General Plan/Local Coastal Plan is the City's constitution for physical development and change within the city. The Plan is a legal mandate that governs both private and public actions.

The General Plan is atop the hierarchy of local government law regulating land use. Subordinate to the General Plan are specific plans, ordinances and zoning laws. All of the subordinate documents must conform to the adopted General Plan.

State law requires every California City to adopt a General Plan that contains seven mandatory topics called "Elements", (Circulation, Conservation, Housing, Land Use, Noise, Open Space and Safety). Cities may also adopt other optional topics which carry the same weight as mandatory elements. This Imperial Beach plan adds Design, Facilities and Services, and Parks, Recreation and Access as non-mandatory elements. All topics carry equal weight and are designed to be consistent with each other.

Eighty seven percent of Imperial Beach lies within the Coastal Zone. The Coastal Act of 1976 requires the City to have a Local Coastal Plan certified by the State Coastal Commission. This plan is a combined document meeting both the State General Plan requirements and Coastal Plan requirements. All of the General Plan policies are not considered part of the Coastal Plan. Policies that are not a part of the Coastal Plan are identified by an underlining of the policy number.

General Plan Format

The Plan is divided into nine topics (chapters) that are arranged alphabetically. The pages, tables and figures of each topic are numbered to correspond to that specific topic.

A brief background discussion is provided for each topic. Readers wishing more detailed background information are directed to the technical appendices. Each topic includes one or more goals. The plan's sixteen goals are numbered consecutively and set the desired direction for the City.

The goals are followed by a series of policies that establish more explicit directives for both public and private actions aimed at preserving and creating a desirable Imperial Beach.

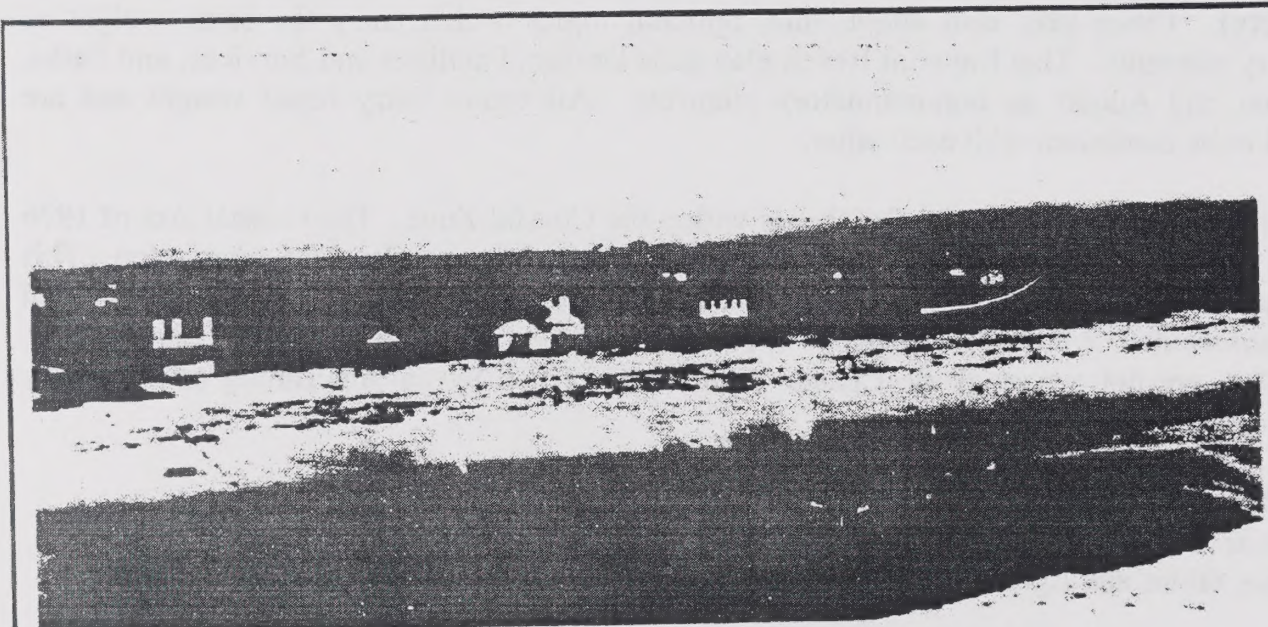
Regional Setting

Imperial Beach, the "Most Southwesterly City in the Continental United States," is one of 18 incorporated cities located within San Diego County. It is bordered on the north by a U.S. Naval Communication Station within the City of Coronado's jurisdiction and the southern shore of San Diego Bay, on the east by the City of San Diego, on the south by the U.S./Mexican border, and on the west by the Pacific Ocean.

History

The first settlers came to the area known as Imperial Beach in the 1880's. The first subdivision was filed in 1887. Early subdivisions were intended to create a summer retreat beach resort for the residents of the warmer Imperial Valley, hence the name Imperial Beach. The pattern of development followed by the Southern California land promoters was common: (1) A subdivision (2) a hotel or some other attraction at the subdivision site (3) a gigantic land auction (4) the actual building of a community. Step four was the hardest to accomplish.

The first school was built in 1888 at Tenth Street and Elm. In 1920, the first school district was formed when the voters approved a bond issue to purchase the ten-acre site near 19th Street and Coronado.



The original use of the military owned land north of Imperial Beach, in 1880, was for a cavalry troop. The troop provided security along the International Border. On Sunday afternoons, the troop paraded for the entertainment of the residents of Imperial Beach. The old parade ground currently serves the youth of Imperial Beach under the jurisdiction of the YMCA.

In the early 1900's came improvement of the wooden sidewalks, a post office, general store, and dance pavilion and adjoining café. The original pier was built in 1909, at the foot of Donax Street to generate electricity for the town from wave action. Since it proved to be inadequate, the machinery was dismantled. The pier remained active, attracting large crowds until it was totally destroyed in a 1948 storm. In 1961, a fact finding committee made up of local citizens submitted to the Imperial Beach City Council a report recommending the construction a new fishing pier. In April 1962, the people of Imperial Beach overwhelmingly approved a bond issue of \$300,000 for construction of a fishing pier. A matching funds grant from State Wildlife Conservation Board added further impetus to the project, which was built at its present site at the foot of Evergreen Avenue.

In 1910, E.S. Babcock (builder of the Hotel del Coronado) dredged a channel down the Bay to what is now the north end of Tenth Street. Boats carrying up to 50 passengers made 3-4 trips per day from Market Street in San Diego. A tram met the boats and took the passengers down Palm Avenue to First Street, and back to the landing for their return trip to San Diego. In 1916, a heavy storm washed out the Otay Dam and the resulting flood caused the channel to fill with silt. The channel was never reopened.

The first subdivision called South San Diego encompassed most of the area between 5th Street to 13th Street, north of Palm Avenue and between 9th and 13th Street, south of Palm Avenue. From the southern shore of San Diego Bay, 13th Street ran south for one mile and on into Oneonta. A branch line of the National City and Otay Railroad ran 300 or 400 feet west and parallel to 13th Street.

Imperial Beach was growing very slowly. Water was a problem and electricity was used only for lighting and ironing. Kerosene was used for heating and cooking, and sometimes, for lamps.

Cottages on the beach were used mainly for summer homes, with toilet facilities outside or adjoining the buildings as add-ons. One historian says that Jean Stratton Porter, author of "Girl of the Limberlost," used to spend summers at her uncle's cottage in the 200 block of Elm Avenue.

South San Diego, now known as Imperial Beach, bore the full brunt of the land boom and the eventual bust. The boom in South San Diego has been memorialized in a legend about a naive land buyer who purchased a lot for \$5,000. The next day, after examining his \$5,000 purchase he surmised that he had been gypped. While he was pondering his problem, he was approached by two strangers who asked if his property was for sale. The worried but puzzled land owner took a deep breath and blurted, "Yes, the price is \$12,000." Without batting an eyelash, one of

the strangers agreed to purchase the property and handed over the cash on the spot. The former landowner thought it over and reasoned that he overcharged the stranger. The next day, he sought out the new owner of the property and offered to repurchase the land for \$12,000. "Too late," replied the stranger, "I sold it yesterday for \$16,000."

Although this may be just an entertaining tall tale, the fact remains that during the land boom in the South Bay area, fortunes were made. And at the end of the boom, many were lost.

The real estate picture in the south San Diego Bay area was grim at the end of the land boom. It was even more grim following the disastrous floods of 1916 when the Tijuana River overflowed and the Otay Dam broke, washing away everything in its path. This destroyed the railroad system and it was never completely rebuilt. There were no good highways in the area. The main highway through Palm City was not paved until the 1930's.

During the 1930's, the Michigan Investment Company was busy moving houses into Imperial Beach from Tent City Coronado. In 1976 there were any number of Tent City cottages still remaining in Imperial Beach. By putting two of these "shotgun" buildings on a lot and building between them and adding on, a fair-sized building could be constructed. The ones in use today have been remodeled more than one time.

In the latter part of the 30's, the area began to grow, largely due to government defense programs in and around San Diego. Many people came from Oklahoma, Texas and Colorado as well as other states, with hopes of working on these projects. Houses were at a premium, rising beyond what poor people could pay. People lived in tents, trailers and shacks-anything for a cover until they could better themselves. Some were said to have built homes or shacks of airplane packing crates. Building regulations didn't exist in the unincorporated part of the county.

The Depression and prohibition were both in full force but you could get bootleg whiskey at the old hotel on the beach. One area along Palm Avenue was known as Whiskey Flats and featured gambling, too, until a series of raids stopped them.

Ream Field, the Amphibious Base and the Imperial Beach Radio Station were built. Most people who had come here decided to stay after WWII and make their homes in the South Bay area.

Prior to incorporation, Imperial Beach was served by a number of civic organizations under the direction of the County of San Diego. The Imperial beach Civic Group, formed in 1945, was instrumental in forming a Fire Protection District and acquiring a fire truck. It was at this time that many of the streets were renamed in order to facilitate directing the fire truck to fires in the area. The Sanitary District was formed in 1949 to secure County funds for development and attract private capital.

In the early 1950's, the first shopping center was built on the south side of Palm Avenue

between Ninth Street and Delaware Avenue. By June 1955, a wide variety of businesses had moved into Imperial Beach.

Imperial Beach was incorporated as a General Law City on July 18, 1956. The first council was sworn into office on July 20, 1956 on the grounds of Coronado Savings and Loan Association (now the site of North Island Federal Credit Union) and its first meetings in the boardroom of the Association.

The boardroom soon proved to be too small to handle the large attendance at the council meetings. The Imperial Beach Fire Protection District had recently constructed new quarters next door to the old fire station so the council contracted for the use of the old building at 166 Palm Avenue, which after some remodeling became the first official City Hall.

The groundwork for the present Civic Center was laid on 1958. In January 1963, the City was awarded a matching funds grant for the construction of a new Civic Center and construction began with a groundbreaking on March 22, 1963.

Characteristics of the City of Imperial Beach

Imperial Beach is a 4.5 square mile city. Its coastal setting and Mediterranean climate provide a unique and attractive living environment. The City is almost entirely built out with a few vacant parcels. Future development will primarily take place through upgrading and reuse of existing parcels and possible reuse of Ream Field.

The proposed land use for the City is shown in table I-1. Over 40 percent of the City is open space or public facilities.

**Table 1-1
Imperial Beach General Plan Land Use**

Type	Acres	Percent
Single family attached and detached dwellings and mobile homes	457.7	17%
Two Family	320.2	12%
Apartments and Condominiums	240.8	9%
Commercial	118.3	4%
Urban Reserve	484.0	18%
Open Space and Public Facilities	<u>1134.0</u>	<u>41%</u>
Total	2755.0	100%

As related to housing units, Table 1-2 shows that in 1993 the City was roughly split, with half the housing units in apartments and condominiums and half in single family, two family, and mobile homes.

**Table 1-2
Imperial Beach Housing Units, 1993**

Type	Units	Percent
Single family	2903	30%
Two Family	1490	15%
Apartments and Condominiums	4979	51%
Mobile Home	<u>291</u>	<u>3%</u>
Total	9663	100%

According to the San Diego Association of Governments (SANDAG), in 1993 the percentage of single-family attached and detached dwellings in Imperial Beach at 48% was one of the lowest percentages of the County's eighteen cities. The Countywide average was 58%. The 1981 Imperial Beach General Plan would have reduced this percentage of single family

attached and detached dwellings to 25%. This 1994 General Plan reduces the percentage to 42%.

The City's population growth since incorporation is shown in Table 1-3.

**Table 1-3
Imperial Beach Population**

Year	Population
General Plan Build Out	30,750
1990	26,512
1980	22,689
1970	20,244
1960	17,773
1956 (Incorporated)	12,000

Under the 1994 General Plan if fully built out, the City could have a population of 30,750. However, few if any, cities ever totally build out. A more likely ultimate build out population would be 29,500.

Almost 80% of Imperial Beach's residents are low or moderate income. The mean household size in 1990 was 2.85 and is expected to decline to 2.68 by 2010. Imperial Beach's 1990 population, while predominantly white, was a cross-section of races and ethnic groups, with 4.9% black, 1.3% Native American, 8.3% Asian and 12.6% other. Hispanics, who can be of any race, represented 28.2% of the population, making Imperial Beach the third most Hispanic city in the region.

The Imperial Beach population is a young one. In 1990, fully 69.1 % of its residents were under age 35 and the median age in the City was 25.8. By comparison, the median age in the San Diego region in 1990 was 31.9. Imperial Beach had the second lowest median age in 1990 among municipalities in the San Diego region; only National City's median age of 24 was lower.

The population of Imperial Beach is weighted heavily not just toward the young, but, specifically, toward children. In 1990, Imperial Beach, with 25.7% of its population under age 15, ranked first among cities in San Diego County in terms of percentage of population in childhood and the early teen years. By comparison, only 20.7% of the regional population was under age 15.

Conversely, Imperial Beach has few seniors. In 1990, 11.3% of the regional population was over age 64. But in Imperial Beach, only 5% of the population was over 64. Imperial Beach is not a retirement community.

Imperial Beach serves as a bedroom community to San Diego and from a commercial and employment perspective is relatively isolated. In relation to commercial development, in 1993 the City captured only about 60% of its potential market that would normally be generated by its population. In 1993, the City had 783,743 square feet of commercial building space. If the City were fully built out under the 1994 General Plan, the commercial square footage would be 1,394,904, an increase of 78%.

Focus of the General Plan Update

This 1994 update of the General Plan/ Local Coastal Plan replaces a plan that was adopted by the City in 1981, more than a decade ago. The new Plan comes at a critical period for Imperial Beach. Economic and fiscal concerns are high on the minds of Imperial Beach residents and are a major concern for every city and county in California. Proposition P, the citizen initiative that reduced building densities and building height expires on December 12, 1994. The Seacoast Specific Plan originally adopted in 1984, has proven to be unworkable and has had the effect of greatly limiting development in the Seacoast area. The juxtaposition of dense four story apartment projects adjacent to one story single-family housing has created considerable community turmoil.

These issues are all addressed in the new Plan. The theme of the new Plan is set by Goal 11 in the Land Use Element that reads:

GOAL 11 SMALL BEACH ORIENTED TOWN

The overriding goal for Imperial Beach shall be the retention of the quality of life and atmosphere of a small beach-oriented town.

- A town that is not overcrowded or exclusive like many California beach communities.
- A town with a human scale and a relaxed pace of life.

A few key features of the Plan include:

Circulation

- ✓ Street, parking and property access standards that emphasize a friendly, pedestrian scaled, small town circulation system.
- ✓ A realistic bikeway plan that can be implemented.
- ✓ A proposed new access to Ream Field from the 1-905 Freeway which will be essential for possible future non-military use of Ream Field.
- ✓ A proposed Class I Bikeway parallel to Highway 75 north of Rainbow Drive.

Conservation and Open Space

- ✓ A plan that recognizes the importance of conservation and open space in setting the image and quality of Imperial Beach.

Design

- ✓ A streamlined Design Element designed to provide a more workable document.

Facilities and Services

- ✓ Policies that call for facilities to be in place at time of need and the upgrading of various facilities.

Housing Element

- ✓ A continuation of the City adopted Housing Element which has been found to be in compliance with State Housing Element law.

Land Use Element

- ✓ Reducing the maximum height of apartment and condominium projects from four stories to three stories.
- ✓ Reducing the highest density apartment/condominium areas from a maximum density of one unit per 1,000 square feet of lot area to one unit per 1,500 square feet of lot area.
- ✓ Reducing the ultimate build out of the City from a population of 43,500 to a population of 30,750.
- ✓ Increasing the land area for commercial development along Highway 75 to allow an additional 155,000 square feet of commercial building area.
- ✓ Increasing the percent of single family attached and detached units in the City from a presently planned build out of 24 percent, to a newly planned build out of 42 percent of the residential units.

- ✓ Establishing mixed use zones in the Highway 75 and Seacoast areas.
- ✓ Allowing residential units on upper floors in all commercial districts.
- ✓ Replacing the Seacoast Specific Plan in favor of more traditional zoning.

Noise Element

- ✓ Noise standards to preserve a livable community.

Park, Recreation and Access Element

- ✓ Retention of the- beach, bay and estuary as key City park and recreation areas.
- ✓ Creation of a new Bayfront Park.
- ✓ Potential park expansion at a number of locations.

Safety Element

- ✓ Recognition that protection of life and property from hazards posed by flooding, earthquakes, and fires, is a key community goal.

Imperial Beach faces many problems relating to growth and development that must be solved on a regional, and in some cases, international basis. The challenge to find solutions to these problems, however, does not and should not preclude planning for the kind of future the City wishes to achieve.

The General Plan has a twenty-year horizon. Undoubtedly, as with all plans, changes and amendments will be needed along the way. Nevertheless, the plan as now updated presents a vision of the future for Imperial Beach that is ambitious, and yet, with dedicated civic leadership and community support, both practical and attainable.

• CIRCULATION ELEMENT

Let's not forget that so often when we talk about the city's problems - say, traffic congestion - we overlook the fact that they are also evidence of the city's vitality. Cities' work, despite all the prophecies of chaos and doom.

Christian Science Monitor

BACKGROUND

The Circulation Element is one of the mandatory General Plan elements required by State Planning Law. Additionally, policies on access and transportation are required by the California Coastal Act. In order to project long-term traffic conditions, a detailed traffic study was conducted and is included in a technical appendix to the General Plan.

REGIONAL HIGHWAY ACCESS

Regional highway access to the City of Imperial Beach is shown on Figure C-1 and is provided from the following facilities:

Interstate 5 (I-5) located one mile east of the City is an eight-lane freeway. It extends southward to the United States-Mexico International Border and north through Chula Vista to downtown San Diego and beyond. There are two full diamond interchanges on I-5 serving the City, located at SR-75/ Palm Avenue and Imperial Beach Boulevard/Coronado Avenue. Year 1991 traffic volumes on I-5 ranged from 146,000 average daily traffic (ADT) just north of SR-75/Palm Avenue, 100,000 ADT between SR-75/Palm Avenue and Imperial Beach Boulevard/Coronado Avenue, and 90,000 ADT south of Imperial Beach Boulevard/Coronado Avenue.

Interstate 805 (I-805): I-805 is an eight-lane freeway located approximately four miles east of the City of Imperial Beach running north/south parallel to Interstate 5. I-805 originates at the US - Mexico International Border and extends to the north and merges with Interstate 5 in the central portion of San Diego County. The average daily traffic (ADT) volume on this facility in the South Bay ranges from 40,000 ADT to 100,000 ADT between the International Border and Palm Avenue.

These two north/south freeway facilities carry a significant amount of through traffic and are the major routes for commuters going north to San Diego and the Los Angeles area and south to Mexico.

State Route 905 (SR-905): SR 905 (previously identified as SR- 117 is a major east/west facility located two miles north of the US - Mexico International Border. SR-905 is currently a

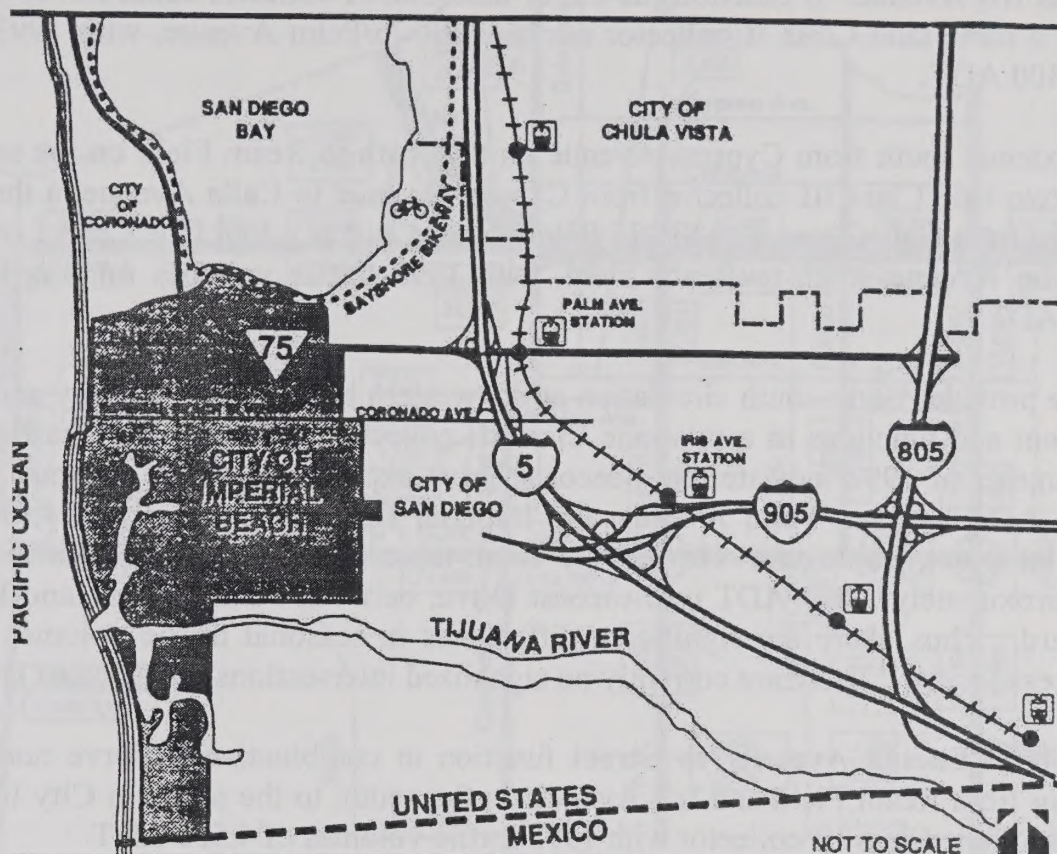
four-lane freeway between I-5 and I-805 transitioning to an at-grade arterial facility further east through the Otay Mesa industrial area in the City of San Diego and ultimately connecting to the Otay Mesa Border Station. SR-905 originates in the City of San Diego approximately two miles east of the City of Imperial Beach. Currently the I-5/SR-905 interchange is a full access clover leaf interchange providing service to the Otay Mesa-Nester Community Plan area in the City of San Diego. The average daily traffic volume (ADT) on SR-905 is approximately 35,000 between the I-5 and I-805 interchanges and 35,000 east of I-805.

Caltrans is planning to construct SR-905 as a six-lane freeway with an ultimate right-of-way reserved for a ten-lane freeway between I-805 and the Otay Mesa Border crossing. This SR-905 freeway improvement project will provide high-level regional service to the international border crossing which is intended to be the major truck crossing between Tijuana, Mexico and the San Diego region. The year 2010 traffic volumes forecast of 50,000 to 80,000 ADT are directly related to growth at Otay Mesa and the border crossing activity. Caltrans does not have any current plans of extending SR-905 to the west from its current termination point at Hollister Street in the City of San Diego. However, with the possibility that Ream Field may be converted to non-military uses, it would be appropriate to examine the possibility of extending an arterial facility along the SR-905 alignment to the west of its present termination point to serve the City of San Diego, the Ream Field area and the City of Imperial Beach.

SR-75/Palm Avenue functions as a six-lane prime arterial in the vicinity of Imperial Beach. It extends westward from I-805 and crosses I-5 through the Otay Mesa community of the City of San Diego into Imperial Beach, where Palm Avenue is joined with SR-75, and northward to the City of Coronado as the Silver Strand Boulevard/ SR-75 Scenic Highway. At Seventh Street in the City of Imperial Beach, Palm Avenue splits from SR-75 and continues westward to Third Street as a four lane Class I collector, and beyond Third Street as a three lane Class II collector. 1991 Traffic volumes on the SR-75/Palm Avenue facility range from 50,000 in the area of Thirteenth Street, to 30,300 west of Seventh Street.

Imperial Beach Boulevard extends easterly from Seacoast Drive to the eastern City limits where it turns into Coronado Avenue in the City of San Diego. Coronado Avenue has a full interchange with the I-5 freeway. Imperial Beach Boulevard functions as a four lane Class I collector facility between the eastern City limits and Connecticut Street and as a three lane Class II collector facility west of Connecticut Street. 1993 traffic volumes vary from 16,000 on the east end to 10,300 ADT on the west. Within the City boundaries, there are two signalized intersections on Imperial Beach Boulevard, located at Ninth Street and Thirteenth Street.

Figure C - 1
Regional Transportation Access



LOCAL STREET SYSTEM

The City's local street system, 1993 traffic volumes and build out traffic volumes are shown in Figure C-2. The local street system consists of one prime arterial (SR-75/ Palm Avenue), one major street (SR-75 west of 7th Street), several collector streets, and many residential streets. The street network primarily consists of a uniform grid system, with no limitations on access from minor arterial streets to the primary and secondary arterials. The majority of the unsignalized intersections are controlled only by side-street stops, allowing through traffic on major streets to proceed without delays.

The major savers are described below:

Palm Avenue splits from SR-75 at Seventh Street and continues westward Seacoast Drive. Between Seventh Street and Third Street, Palm Avenue is constructed to four through lanes and functions as a Class I collector with 1993 traffic volumes of 17,700 ADT. West of Third Street, Palm Avenue narrows to two through lanes with a center left turn lane and functions as a Class II collector with 1993 traffic volumes of 9,870 ADT.

Fifteenth Street extends south from Imperial Beach Boulevard to Iris Avenue. It functions as a two-lane Class III collector with 1993 traffic volumes of 9,520 ADT.

Thirteenth Street extends south from the northern City limits at San Diego Bay to the entrance to Ream Field at Iris Avenue. It functions as a four lane Class I collector south of SR-75/Palm Avenue and as a three lane Class II collector north of SR-75/Palm Avenue, with 1993 traffic volumes of 11,300 ADT.

Ninth Street extends south from Cypress Avenue on the north to Ream Field on the south. It functions as a two lane Class III collector from Cypress Avenue to Calla Avenue, a three lane Class II collector from Calla Avenue to SR-75/Palm Avenue and as a four lane Class I collector, from SR-75/Palm Avenue south to Ream Field, with 1993 traffic volumes ranging between 3,820 to 6,000 ADT.

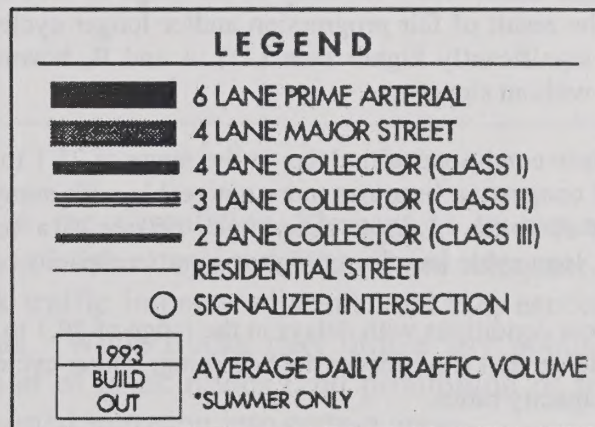
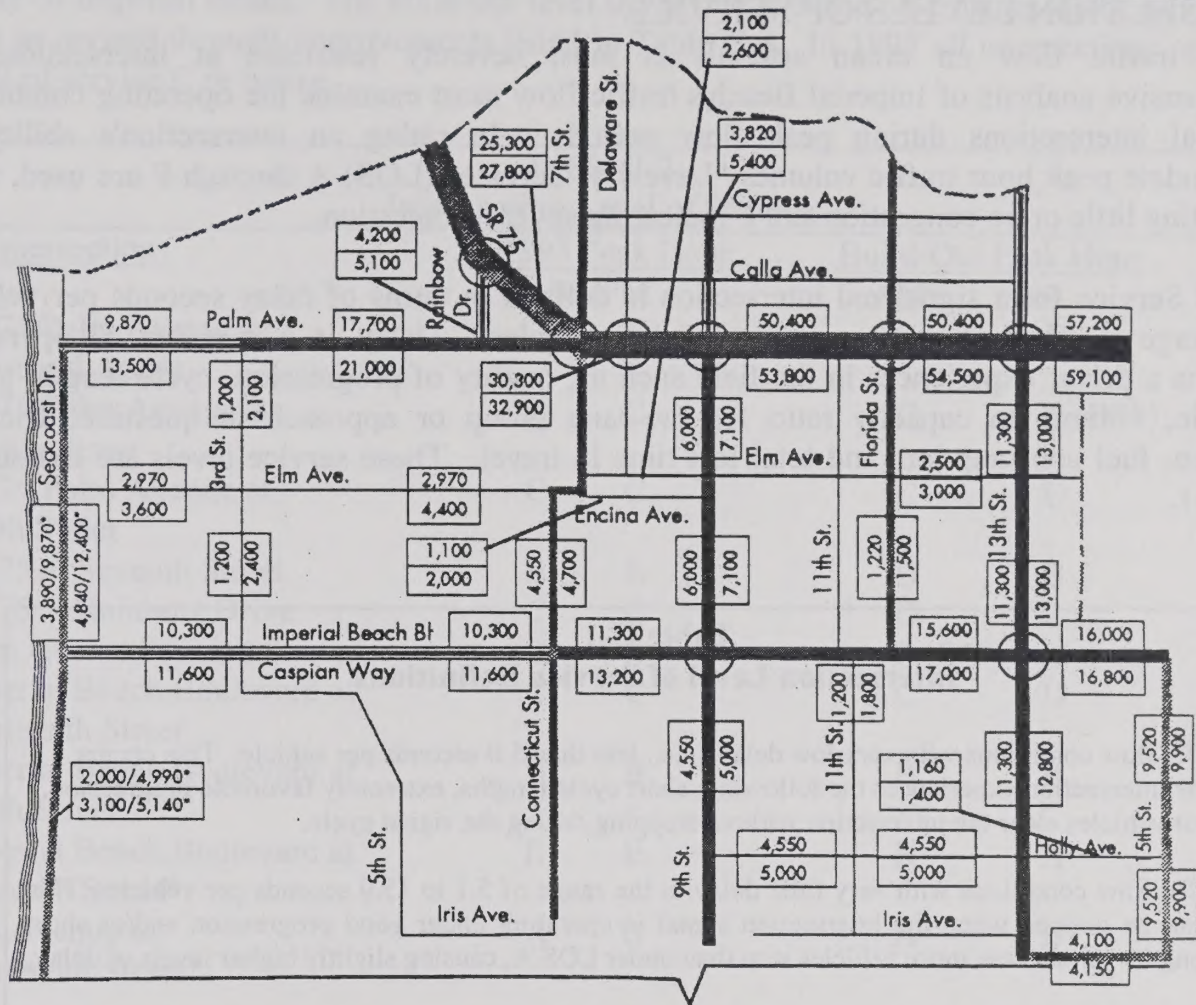
Seacoast Drive provides north-south circulation at the western boundary of the City and access to the beach front and functions as a two lane Class III collector. Caltrans daily traffic counts taken in the summer of 1992 indicate that Seacoast Drive experiences traffic volumes ranging between 9,870 ADT between Palm Avenue and Imperial Beach Boulevard and 4,990 ADT south of Imperial Beach Boulevard. However, a count taken in February 1993 showed traffic volumes of approximately 3,890 ADT on Seacoast Drive, between Palm Avenue and Imperial Beach Boulevard. Thus, there are significant differences in seasonal traffic volumes on this main beach access facility. There are currently no signalized intersections on Seacoast Drive.

Connecticut Street/Encina Avenue/7th Street function in combination to serve north-south traffic extending from Ream Field and Iris Avenue on the south, to the northern City limits. It functions as a two-lane Class III collector with 1993 traffic volumes of 4,550 ADT.

Rainbow Drive is a short north-south street that connects SR-75 and Palm Avenue. It functions as a three lane, Class III collector. 1993 traffic volumes were 4,200 ADT.

Florida Street extends north from Imperial Beach Boulevard to the northern City limits. It functions as a two lane, Class III collector. 1993 traffic volumes were 1,220 ADT.

Iris Avenue between 13th Street and 15th Street serves as a two lane, Class III collector and connecting to a four lane collector in the City of San Diego. 1993 traffic volumes were 4, 100 ADT.



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STREET SYSTEM & TRAFFIC VOLUMES

IMPERIAL BEACH • General Plan

FIGURE C-2

INTERSECTION LEVELS OF SERVICE

Because traffic flow on urban arterials is most severely restricted at intersections, a comprehensive analysis of Imperial Beach's traffic flow must examine the operating conditions of critical intersections during peak flow periods. In rating an intersection's ability to accommodate peak hour traffic volumes "Levels of Service" (LOS) A through F are used, with A indicating little or no congestion and F indicating severe congestion.

Level of Service for a signalized intersection is defined in terms of delay seconds per vehicle and average number of stops experienced by vehicles. Delay is a measure of operating conditions a driver experiences in the field such as; quality of progression, cycle length, green time ratio, volume to capacity ratio for the lane group or approach in question, friction, frustration, fuel consumption, and total lost time in travel. These service levels are defined in Table C-1.

Table C-1
Intersection Level of Service Definitions

A. Traffic flow conditions with very low delays, i.e., less than 5.0 seconds per vehicle. This occurs when the intersection experiences the following; short cycle lengths, extremely favorable progression, and most vehicles clear the intersection without stopping during the signal cycle.

B. Traffic flow conditions with very little delay in the range of 5.1 to 15.0 seconds per vehicle. This delay can be noticed when the intersection signal is operating under good progression and/or short cycle length. In this case more vehicles stop than under LOS A, causing slightly higher levels of delay.

C. Traffic flow conditions with delay in the range of 15.1 to 25.0 seconds per vehicle. These higher delays are the result of fair progression and/or longer cycle lengths. Under these conditions vehicle stopping is significantly higher than LOS A and B, however, many vehicles still pass through the intersection without stopping.

D. Traffic flow conditions with delay in the range of 25.1 to 40.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable with many vehicles stopping and low proportion of vehicles not stopping. Longer delays may be due to a combination of the following; unfavorable progression, long cycle lengths, or high volume to capacity ratios.

E. Traffic flow conditions with delays in the range of 40.1 to 60.0 seconds per vehicle. This occurs when the intersection experiences the following; longer cycle lengths, poor progression, and high volume to capacity ratios.

F. Traffic flow conditions with a high level of delay in excess of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This occurs when the intersection experiences the following; over saturation, i.e., when arrival flow rate approaching the intersection exceeds the capacity of the intersection to service traffic and also due to long cycle lengths, extremely unfavorable progression, and most vehicles stopping during the signal cycle.

Table C-2 lists the 1993 level of service and build-out level of service for key intersections in the City of Imperial Beach. The build-out level of service is based on existing street geometries except as revised through improvements listed in Table C-4. In 1993 all intersections operated at level of service C or better.

Table C-2
Intersection Level of Service

No.	Intersection	1993 Peak Hour		Build-Out Peak Hour	
		AM	PM	AM	PM
1	SR 75/Palm Avenue at Thirteenth Street	B	C	C	D
2	SR 75/Palm Avenue at Florida Street	B	C	C	E (D**)
3	SR 75/Palm Avenue at Ninth Street	C	C	C	D
4	SR 75 at Seventh Street	B	B	D	B
5	SR 75 at Rainbow Drive	C	C	D	C
6	Palm Ave. at Seventh St.	C	B	F (B**)	B
7	Imperial Beach Boulevard at Thirteenth Street	C	C	C	D
8	Imperial Beach Boulevard at Ninth Street	B	B	B	B
9	Imperial Beach Boulevard at Fifteenth Street*	E	E	B	A
10	Iris Avenue at Thirteenth Street*	A	B	A	B

*Unsignalized Intersection
**With Mitigation

TRUCK ROUTES

The purpose of designating truck routes in the Circulation Element is to assure that the geometric cross section and structural section of the designated roads are adequate to service heavy and large vehicles. In addition, truck traffic impacts adjacent land use, especially when truck routes are adjacent to residential areas. While trucks may utilize any public street for delivery of goods or services, the designation of truck routes (and prohibition of trucks from certain streets) is desirable to limit their unwanted intrusion into certain areas.

In Imperial Beach the designated truck routes are:

SR 75/Palm Avenue, from the eastern City limit to Third Street.

Imperial Beach Boulevard, from the eastern City limit to Third Street.

Thirteenth Street, from SR 75/Palm Avenue to the southern City limit.

Ninth Street, from SR 75/Palm Avenue to Imperial Beach Boulevard.

Third Street, from SR 75/Palm Avenue to Imperial Beach Boulevard.

TRANSIT SERVICE

The San Diego Trolley San Ysidro South Line is located approximately 1.25 miles from the eastern City limits and runs just east of I-5 in the City of San Diego as shown on Figure C-1. This trolley line connects downtown San Diego to the United States-Mexico International border as well as to east San Diego County. Two trolley stations, located at Palm Avenue and Iris Avenue, serve the Imperial Beach area.

As shown on Figure C-3, the City of Imperial Beach is served by three bus routes providing local and regional connections. Service is provided by the Metropolitan Transit Development Board (MTDB) Contract Services. Regional bus route 901 serves downtown San Diego, the City of Coronado, and the City of Imperial Beach, with stops at the Imperial & 12th Trolley Transfer Station, Naval Air Station (NAS) North Island, Silver Strand Beach, and the Iris Avenue Trolley Station. Additional service is provided by Routes 902 and 903, with connections from downtown San Diego to the City of Coronado and NAS North Island, respectively. During Fiscal Year (FY) 1992-93, bus routes 901/902/903 operated approximately 620,000 revenue miles, carried approximately 1.2 million passengers and received \$890,000 in fare revenue, achieving a fare box recovery rate of 54.0 percent. The average trip length for these routes was 6.02 miles.

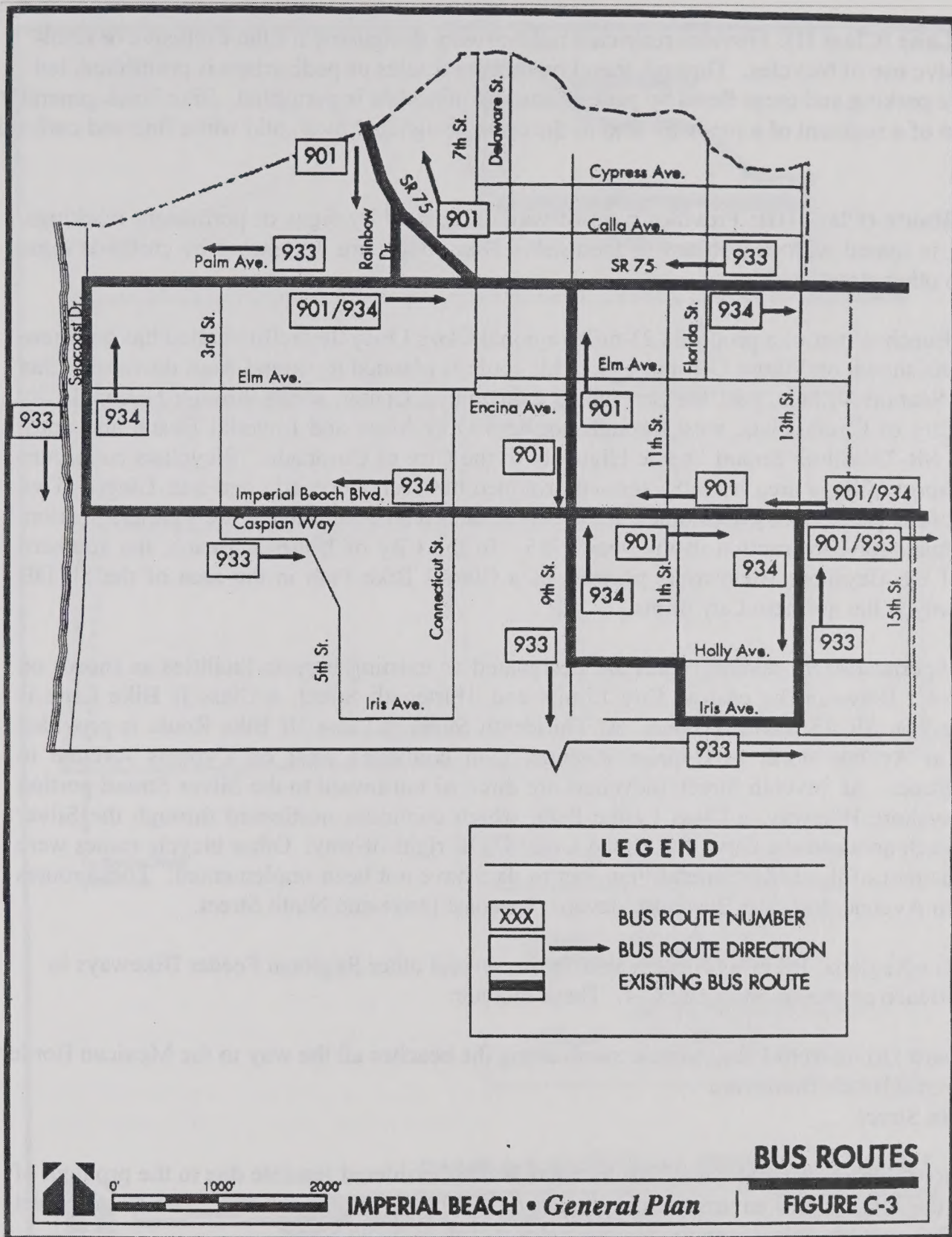
Local bus service is provided by routes 933/934, which run counter-clockwise/ clockwise respectively through the City with stops on Palm Avenue, Seacoast Drive, Imperial Beach Boulevard, Coronado Avenue, the Iris Avenue Trolley Station and the Palm Avenue Trolley Station. During FY92-93, these routes operated approximately 370,000 revenue miles, with 1,000,000 total passengers, \$1,610,000 in fare revenue, achieving a fare box recovery rate of 73.1 percent. The average trip length was 2.7 miles.

Bus service in Imperial Beach experiences relatively high ridership levels due to the ease of access and connectivity provided by the grid street pattern.

BIKEWAYS

Bikeways are generally defined by the following three classifications:

Bike Path (Class I): Provides completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.



Bike Lane (Class II): Provides restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but vehicle parking and cross flows by pedestrians and motorists is permitted. Bike lanes generally consist of a segment of a roadway next to the curb, designated by a solid white line and curb side signs.

Bike Route (Class III): Provides right-of-way designated by signs or permanent markings, which is shared with pedestrians or motorists. Bike routes are designated by curbside signs but no other street markings.

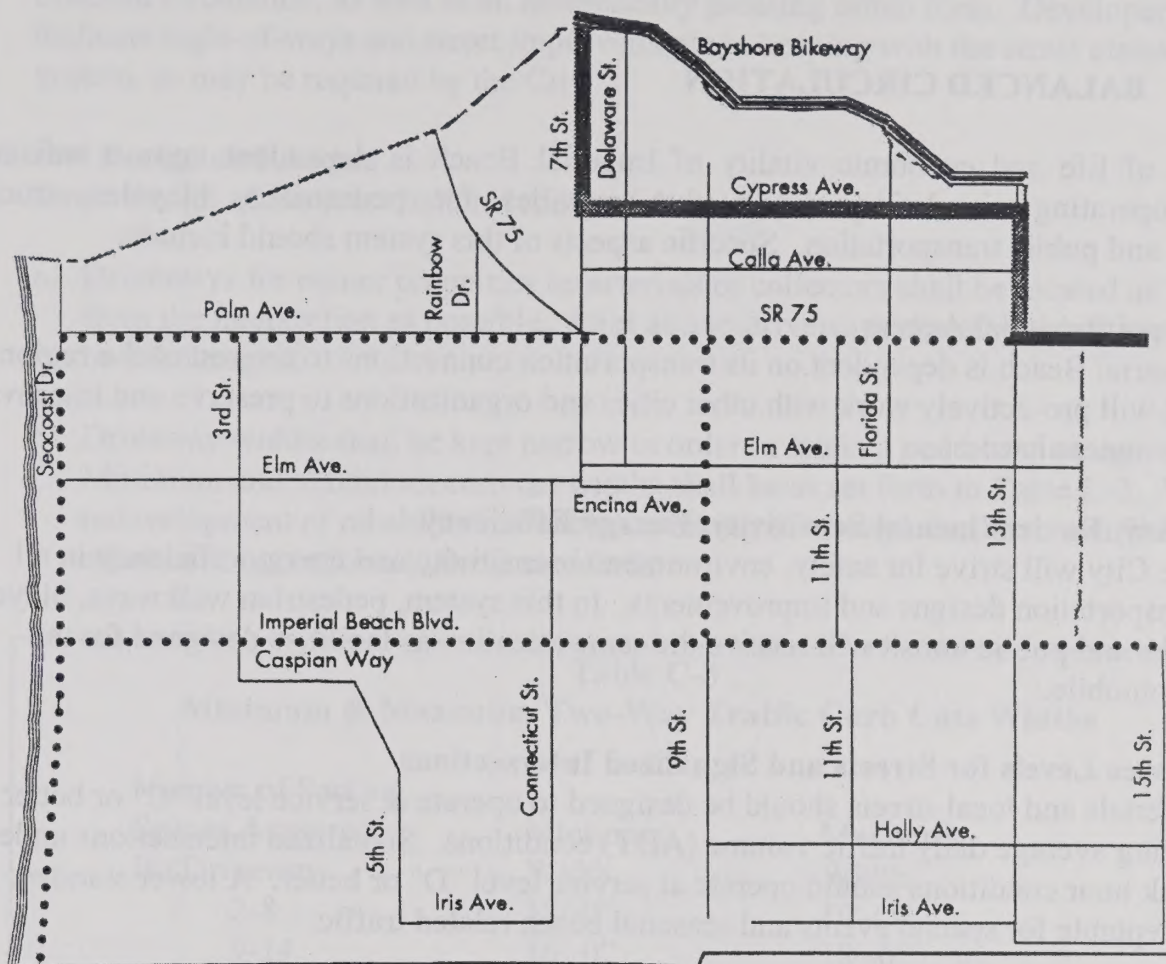
Imperial Beach is part of a proposed 23 mile regional Class I bicycle facility called the Bayshore Bikeway as shown on Figure C-1 and C-4. This route is planned to extend from downtown San Diego at Seaport Village, past the San Diego Convention Center, south through National City and the City of Chula Vista, west through northern Otay Mesa and Imperial Beach and north along the SR-75/ Silver Strand Scenic Highway to the City of Coronado. Bicyclists can return to the Seaport Village area by ferry service provided between Coronado and San Diego. Two portions of the project not yet completed, the Sweetwater River section and the southern section, are scheduled for construction in the year 1995. In the City of Imperial Beach, the southern section of the Bayshore Bikeway is planned as a Class I Bike Path in the area of the MTDB right-of-way at the northern City limits.

Within Imperial Beach, several routes are designated as existing bicycle facilities as shown on Figure C-4. Between the eastern City Limits and Thirteenth Street, a Class II Bike Lane is constructed on SR-75/ Palm Avenue. At Thirteenth Street, a Class III Bike Route is provided from Palm Avenue north to Cypress Avenue, then continues west on Cypress Avenue to Seventh Street. At Seventh Street, bicyclists are directed northward to the Silver Strand portion of the Bayshore Bikeway, a Class I Bike Path, which continues northward through the Silver Strand Beach area and the City of Coronado, on MTDB right-of-way. Other bicycle routes were adopted as part of the 1981 General Plan, but to date have not been implemented. These routes were Palm Avenue, Imperial Beach Boulevard, Seacoast Drive and Ninth Street.

SANDAG's Regional Bikeway System also shows several other Regional Feeder Bikeways in Imperial Beach as shown on Figure C-4. These include:

- √ Seacoast Drive, from Palm Avenue south along the beaches all the way to the Mexican Border
- √ Imperial Beach Boulevard
- √ Ninth Street

The Seacoast Drive to the Mexican Border route is not considered feasible due to the problem of crossing the estuary and environmental impact on the beach and/or estuary. The Ninth Street route is also questionable due to the narrow right-of-way of Ninth Street.



To Border Field
State Park

LEGEND

EXISTING BIKEWAYS

- BIKE LANE (Class II)
- BIKE ROUTE (Class III)

PROPOSED BIKEWAYS

- BIKE PATH (Class I)
- PLANNED BIKE FACILITIES



0' 1000' 2000'

SANDAG REGIONAL FEEDER BIKEWAYS

IMPERIAL BEACH • General Plan

FIGURE C-4

GOALS

GOAL 1 BALANCED CIRCULATION

The quality of life and economic vitality of Imperial Beach is dependent upon a safe and efficiently operating circulation system that provides for pedestrians, bicycles, trucks, automobiles and public transportation. Specific aspects of this system should include:

a. Assure Regional Access

Imperial Beach is dependent on its transportation connections to the rest of the region and will pro-actively work with other cities and organizations to preserve and improve this regional access.

b. Safety, Environmental Sensitivity, Energy Efficiency

The City will strive for safety, environmental sensitivity and energy efficiency in all transportation designs and improvements. In this system, pedestrian walkways, bicycle paths and public transit will receive the same attention as facilities designed for the automobile.

c. Service Levels for Streets and Signalized Intersections

Arterials and local streets should be designed to operate at service level "C" or better during average daily traffic volume (ADT) conditions. Signalized intersections under peak hour conditions should operate at service level "D" or better. A lower standard is acceptable for special events and seasonal beach related traffic.

d. Visitor Parking and Traffic

Some street parking and traffic for regional daily visitors is accepted within the known constraint that the demand for beach parking may often exceed the supply when the weather and beach conditions are attractive. However, within this context, the volume and regularity of parking and traffic intrusions into residential areas should be minimized where practical.

e. Quality and Aesthetics

Since people move through and about Imperial Beach on the circulation system, their impression of the community is based on the scenic and aesthetic qualities of the system, as well as its functional characteristics. The environment of each neighborhood is also heavily dependent on the quality of the street scene. The City shall emphasize the aesthetic qualities of all streets.

POLICIES

C-1 Street Classification Plan, Design Standards and Dedication Requirements

Streets shall be classified as shown in Figure C-5. Cross sections, the general right-of-way width and configuration for each street and highway shall be as specified by the

City. All street and highway designs should further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form. Developers shall dedicate right-of-ways and street improvements in keeping with the street classification system, as may be required by the City.

C-2 Street Design and Access

Street design and access shall include the following principles:

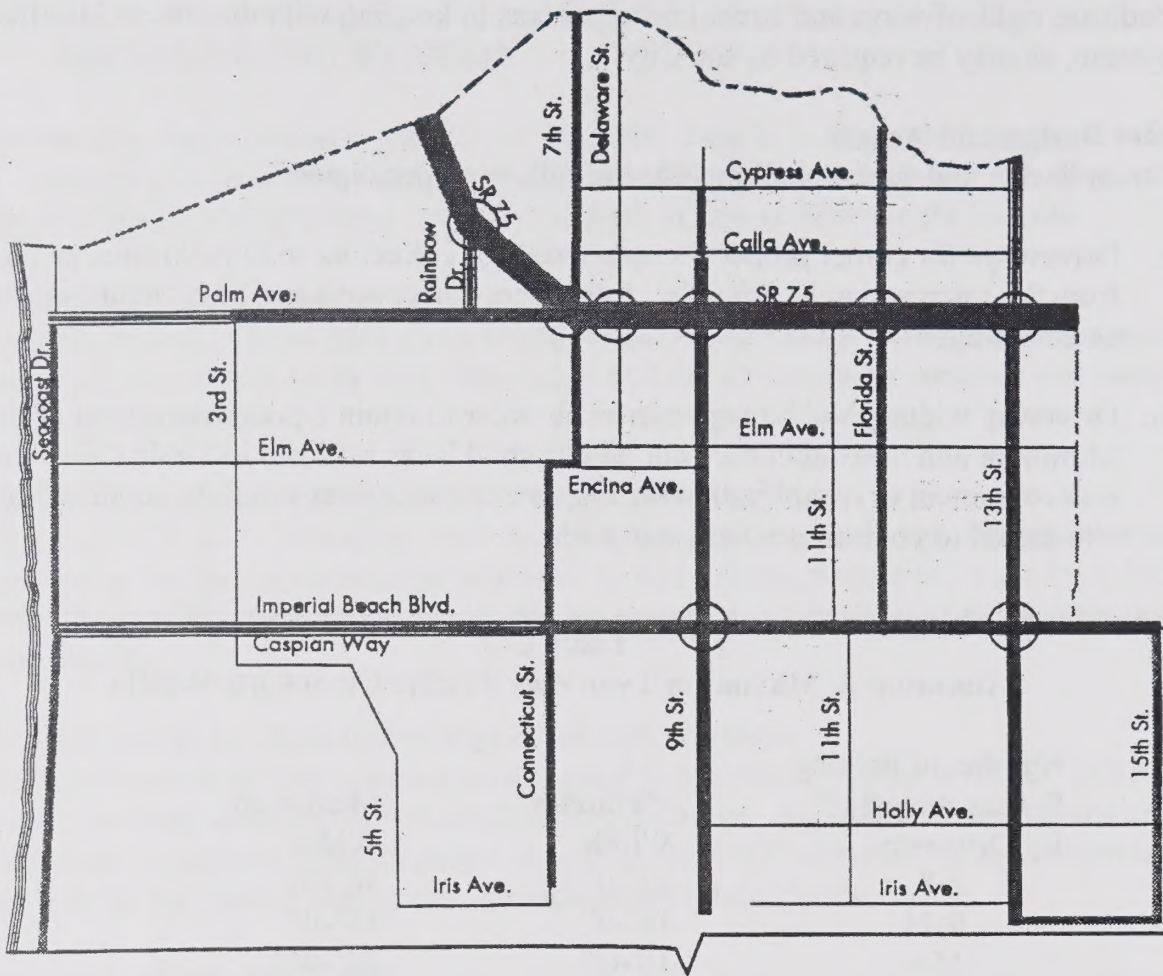
- a. Driveways for corner properties on arterials or collectors shall be located as far away from the intersection as possible. Joint access driveways shared by abutting uses shall be encouraged.
- b. Driveway widths shall be kept narrow in order to retain a pedestrian street scale. Minimum and maximum curb cut widths shall be as set forth in Table C-3. When redevelopment or rehabilitation occurs, existing driveways shall be modified or eliminated to conform to these standards.

Table C-3
Minimum & Maximum Two-Way Traffic Curb Cuts Widths

Number of Parking Spaces Accessed By Driveway	Minimum Width	Maximum Width
2-8	12'-0"	16'-0"
9-14	16'-0"	18'-0"
15+	18'-0"	24'-0"*

*May be increased to 30' for large commercial shopping complexes.

- c. Where residential properties abut both an alley and a street designed as a collector, major or prime arterial, no new street curb cuts or parking layouts requiring backing into the street shall be allowed. Where residential properties abut both a collector, major or prime arterial and a local street, access shall be taken only from the local street.



LEGEND

- 6 LANE PRIME ARTERIAL
- 4 LANE MAJOR STREET
- 4 LANE COLLECTOR (CLASS I)
- 3 LANE COLLECTOR (CLASS II)
- 2 LANE COLLECTOR (CLASS III)
- RESIDENTIAL STREET
- SIGNALIZED INTERSECTION

STREET CLASSIFICATIONS



0' 1000' 2000'

IMPERIAL BEACH • General Plan

FIGURE C-5

Other residential properties abutting both an alley and residential street should primarily take access from the alley with the exception that one 16 foot wide curb cut allowing no more than two vehicles to back into the street may be allowed.

- d. Clear and ample signage shall be provided for key facilities such as the beach, pier, Tijuana River Valley and Wildlife Refuge; Border Field State Park, the City Hall complex and city parks.

C-3 Ream Field Access

The City of San Diego shall be encouraged to amend the City's Otay Mesa-Nestor Community Plan and City of San Diego Circulation Element in order to establish a future right-of-way for a prime arterial between the I-905 freeway interchange and Ream Field. This right-of-way should traverse Tocayo Avenue and include the establishment of a right-of-way to the east of Tocayo Avenue. Tocayo Avenue should be re-designated from a "Major Street" to a "Prime Arterial".

C-4 Imperial Beach Boulevard Identification

The City should work with the City of San Diego and Caltrans to rename Coronado Avenue as Imperial Beach Boulevard or as an alternative to recognize both names on the freeway interchange signs.



C-5 Street Improvements

The street improvements or comparable improvements listed in Table C-4 shall be completed in order to handle year 2015 traffic within the appropriate service level. These improvements are in addition to any other improvements listed in the other Circulation Element policies.

C-6 Traffic Signal Timing

In order to reduce congestion and help reduce air pollution from motor vehicles, the City should consider improving its traffic signal operations by: (a) replacing fixed-time signals with fully-actuated and/or interconnected signals; (b) optimizing signal timing, including adjustments at least every three years; and (c)

interconnecting signalized intersections in accordance with the regional Traffic Flow Improvement strategy.

Table C-4
Improvements Needed to Handle Year 2015 Traffic *

- Fifteenth Street
 - From two lanes to four lanes between Iris Avenue and Imperial Beach Boulevard
- SR 75/Palm Avenue/Florida Street Intersection
 - Add an exclusive right hand turn lane for west bound SR-75/Palm Avenue traffic turning north on Florida Street
 - Add an exclusive right hand turn lane for eastbound SR-75/Palm Avenue traffic turning south on Florida Street.
- Palm Avenue/Seventh Street Intersection
 - Add an additional through lane for both east and west bound traffic
 - Add an exclusive left turn lane for northbound traffic on 7th Street turning west on Palm Avenue and a shared thru/right turn lane
 - Create an exclusive left turn lane for southbound traffic on 7th Street turning east on Palm Avenue and a shared thru/right turn lane.

*These improvements are illustrative. Detailed studies to be conducted at time of need may modify these recommendations.

C-7 Truck Routes

a. Truck Routes

Designated truck routes shall be:

- SR-75/Palm Avenue, from the eastern City limit to Third Street
- Imperial Beach Boulevard, from the eastern City limit to Third Street
- Thirteenth Street, from Palm Avenue to the southern City limit
- Ninth Street, from R-75/Palm Avenue to Imperial Beach Boulevard
- Third Street, from R-75/Palm Avenue to Imperial Beach Boulevard.

b. Oversize Load Highway System

The designated route for oversized loads in Imperial Beach shall be Highway 75/Palm Avenue (from the northern City limits to 13th Street).

(See also Policy N-2 Commercial Vehicles, in the Noise Element.)

C-8 80 Foot Right-of-Ways

The City should consider reducing the existing 80-foot street right-of-ways for streets that are not shown as prime, major, or collector streets on the Street Classification Plan (Figure 5). Such reduction should take place on a block-by-block basis when initiated by property owners or the City and where it can be shown that there will be no public detriment or expense.

C-9 Comprehensive Transit Services

The City shall support the availability of transit service as a means to reduce automobile congestion, to provide transportation for- those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors.

C-10 Light Rail

The City shall support the potential of light rail service to Imperial Beach to the extent that regional agencies can project sufficient ridership to assure economic feasibility.

C-11 Bus Stops and Bus Transfer Points

The City should encourage MTDB to enhance Imperial Beach bus loading and unloading stops as well as bus transfer points. The SR-75/Palm Avenue at Ninth Street bus stop should be upgraded to a MTDB Level IV stop to include accessibility to disabled persons, expanded sidewalk, seating, passenger shelter, route destinations, route map, lighting, time tables for each route, trash receptacles, system map and telephone. The City shall also explore the long term potential for an expanded multi-model transfer station on SR-75/Palm Avenue.

C-12 Transit Facilities

As deemed necessary, new developments shall be required to provide or assist in funding transit facilities such as bus shelters and turnouts.

C-13 Ridesharing

The City shall promote ridesharing and shall provide ridesharing information to the public.

C-14 Management Programs

The City will cooperate with SANDAG to implement future Congestion Management Programs and Transportation Demand Management requirements included in the San Diego Regional Air Quality Strategy.

C-15 Bikeways Plan

Bikeways shall be located and classified as shown in Figure C-6. The Bikeway Plan is designed to tie into the City of San Diego's Class II Bike Lane on SR 75, to connect to the Bayshore Bikeway and to connect to a new Ecoroute Bikeway as described in Policy C-16.

C-16 Ecoroute Bikeway

A special Ecoroute Bikeway shall be established to encompass Imperial Beach's environmental assets including South San Diego Bay, the Tijuana River Estuary, the dunes on South Seacoast Drive, the beach, the pier and the breakwaters. The general route is illustrated in Figure C-7. Distinctive signage shall be developed to designate the route as well as a painted line on the pavement along the route. Opportunities for interpretive stations should occur along the route, for example:

- Anywhere along the South San Diego Bayfront
- 5th and Iris
- The mouth of the Tijuana River at the end of the path in the Refuge
- PERL research facilities
- The Tijuana Estuary Visitor Center
- 3rd Street and Imperial Beach Boulevard
- Southern end of Seacoast Drive
- Pier Plaza, for the beaches and the environment created by the pier
- Western end of Palm Avenue for the environments created by the breakwaters.

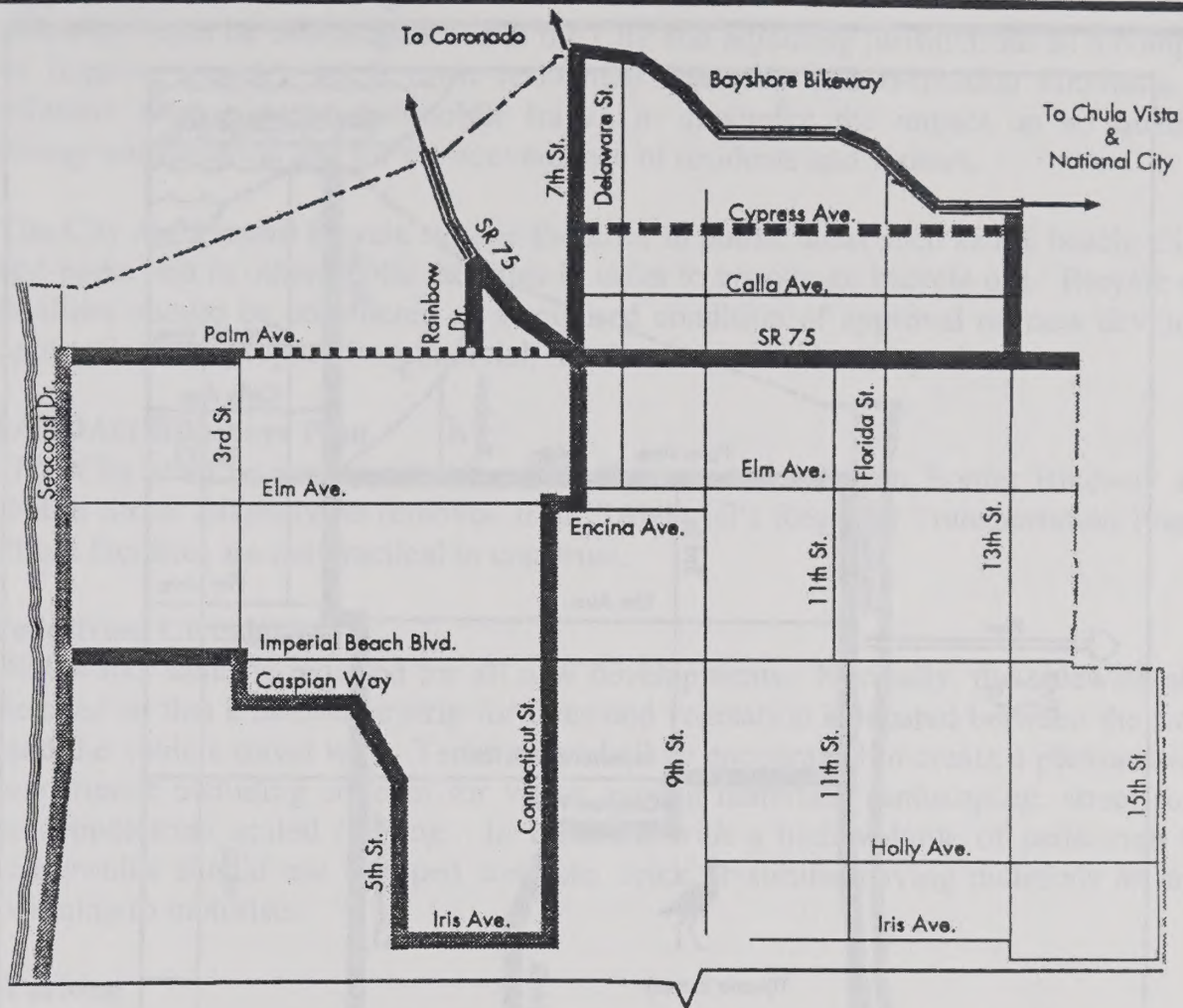
The information presented at the stations should be presented with the objective of describing "WHATS GOING ON." The idea is to explain the different ecosystems, the major roles and players in them and how they are connected together (this includes humans). The information is to be presented on different levels of detail from the superficial for the stop 'n go cyclist to the more sober student of nature who desires to pause, learn and meditate on the "Grand Scheme" all around of which they are a part.

C-17 Boyshore Bikeway Extension

The City shall encourage the construction of an additional leg of the Bayshore Bikeway paralleling SR-75 for a distance of approximately 3,000 feet. This route would be located on the east side of State Highway 75, from Rainbow Drive north to a connection with the Bayshore Bikeway. Such a route would provide a desired connection to the City beach and pier plaza area.

C-18 Sidewalk Bike Route

The Palm Avenue sidewalks between 3rd Street and 7th Street shall be designated as Sidewalk Bike Routes. Such sidewalks shall be signed to encourage bicyclists but shall also remain available for pedestrians.



LEGEND

- BIKE PATH (Class I)
- BIKE LANE (Class II)
- BIKE ROUTE (Class III)
- Class III to be removed when BAY SHORE CLASS I is built
- SIDEWALK BIKE ROUTE

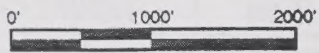
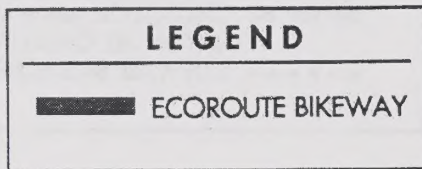
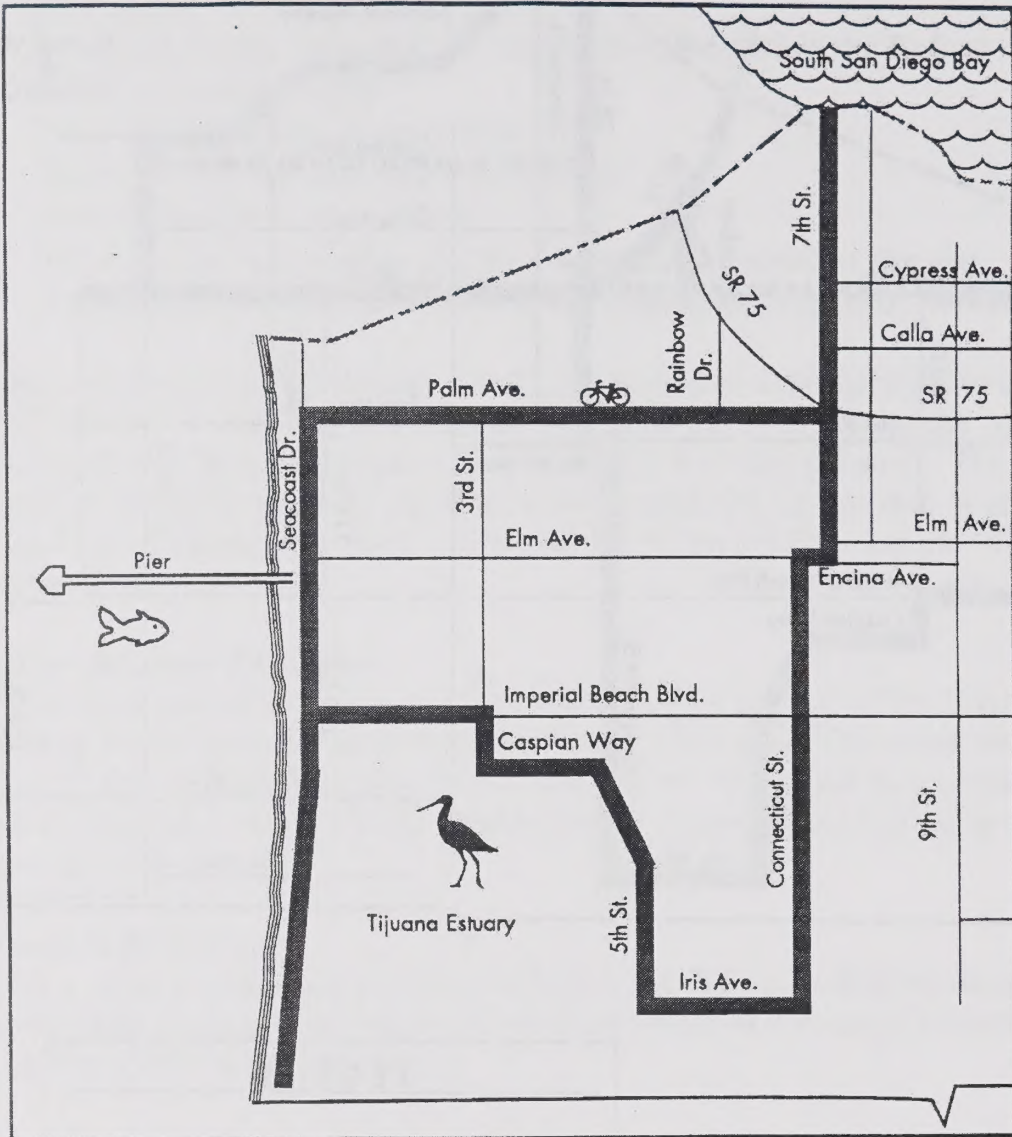


0' 1000' 2000'

IMPERIAL BEACH • General Plan

BIKEWAYS PLAN

FIGURE C-6



ECOROUTE BIKEWAY

IMPERIAL BEACH • *General Plan*

FIGURE C-7

C-19 Bicycle Facilities Encouraged

Bikeways shall be encouraged within the City and adjoining jurisdictions as a compliment to Imperial Beach's small town residential character and recreation emphasis, as an effective alternative to automobile travel, to maximize the impact on air quality and energy conservation and for the convenience of residents and visitors.

The City shall install bicycle storage facilities in public areas such as the beach, City Hall and parks and in other public facilities in order to encourage bicycle use. Bicycle storage facilities should be considered as a required condition of approval on new development applications for proposed commercial, hotel or major residential projects.

C-20 SANDAG Bikeways Plan

The City shall request that the Seacoast Drive to the Mexican Border Bikeway and the Ninth Street Bikeway be removed from SANDAG's Regional Transportation Plan since these facilities are not practical to construct.

C-21 Pedestrian Circulation

Sidewalks shall be required for all new developments. Normally, the sidewalk shall be located so that a landscape strip for trees and vegetation is located between the sidewalk and the vehicle travel way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscaping, street furniture and pedestrian scaled lighting. In locations with a high volume of pedestrian traffic, crosswalks should use stamped concrete, brick or similar paving materials as an extra warning to motorists.

C-22 Parking

Parking for both residents and visitors shall be provided as part of new development. Implementation actions shall include:

a. Seacoast Drive

The use of in lieu parking fees, off-site parking facilities and shared parking shall be encouraged for properties located west of Seacoast Drive and on Seacoast Drive. The intent of this policy is to encourage a more pedestrian atmosphere near the beach and develop properties near the ocean with commercial and recreational uses rather than parking lots.

b. Commercial Areas

In lieu parking fees, off-site parking facilities and shared parking may be used in commercial areas where they encourage shared group parking, a pedestrian atmosphere or improved commercial design.

The consolidation of off-street parking for several uses shall be encouraged in order to improve pedestrian flows and reduce the number of street ingress and egress points.

c. Residential Areas

In lieu parking fees and/or off-site parking may be used for multi-family dwellings where it improves residential design as related to providing ground floor, street facing residential dwellings.

d. Recreational Vehicles and Heavy Duty Trucks

Recreational vehicles and heavy-duty trucks should generally be restricted from on street parking along local streets.

e. Shared Parking

Shared parking shall only be approved when technical evidence is presented to justify the shared use. The Urban Land Institute 1983 Shared Parking Study shall be used as a guideline and supplemented by additional findings where appropriate.

f. Off-Site Parking

Off-site parking when allowed under Paragraphs a, b, or c above shall only be permitted if a sign is posted indicating the off-site user, and the off-site parking is within 500 feet of the use, is used exclusively for off-site use and is recorded by covenant.

g. In-Lieu Parking

In-lieu parking shall only be permitted when it can be demonstrated that the in-lieu fee is sufficient to provide off-site parking and the City has developed a program for such off-site parking. This program shall require an LCP amendment.

h. Detailed Parking Standards Shall Be Included In the Zoning Ordinance

The Standards shall use the following guidelines:

Residential - 1.5 to 2.0 spaces per dwelling unit.

Hotel/Motel - 1 space per guest room.

Commercial - varies from 1 space per 50 sq. ft. to 1 space per 300 sq. ft. of building.

Bars and Restaurants - 1 space for each seventy-five square feet of net floor area, plus one per two employees at largest work shift.

i. Interim Parking Standard in C-2 Area

In order to stimulate development in the C-2 land use category, the City may use an interim-parking ratio for commercial properties of 1 space per 500 sq. ft. The interim ratio shall no longer be in effect after the City has approved parking for 100 parking spaces under this provision.

CONSERVATION AND OPEN SPACE ELEMENT

A city where one cannot walk of an evening into the open, wherein millions live and die without seeing the spring flowers and the June foliage and the autumn harvest, from year's end, is an incubus (nightmare) of civilization.

*Frederic Harrison
The Meaning of History*

INTRODUCTION

California Planning Law requires the General Plan to include both a Conservation Element and an Open Space Element. Because these elements are so interrelated, they have been combined for the Imperial Beach General Plan. In addition, it is intended that this Open Space and Conservation Element serve as the Water and Marine Resources and the Environmentally Sensitive Habitat Areas components of the Imperial Beach Local Coastal Plan.

Open space and conservation planning is a basic element of the Imperial Beach General Plan. From the standpoint of actual physical patterns and form, these Elements can be viewed as coordinating and guiding decisions related to the land and water areas which influence and shape the quality of the City. The Open Space and Conservation Element takes into consideration those open space areas necessary for the preservation and conservation of various natural resources, for outdoor recreation, for the enjoyment of scenic beauty and areas of historic/cultural value, and for the protection of public health and safety.

In preparing the Open Space and Conservation Element, an inventory of various open space and conservation components was completed. This inventory is included in the Appendix to the Plan.

BACKGROUND

Natural resource topics are discussed in alphabetical order in the following fourteen categories:

Air Quality

Air pollution falls beyond the limits of control of any one jurisdictional authority. While there are certain actions which can be taken locally, positive control of air pollution requires a coordinated program including Federal agencies, the State government, all general-purpose governments, and many of the special purpose districts in the air basin.

Beach and Coastline

Imperial Beach is unique in that it contains an estuary as well as approximately three and a half miles of coastline. The interrelationship between the Tijuana River and the ocean is very crucial. Interference with natural processes in the past has resulted in the alteration of that interrelationship which has caused severe beach erosion.

The Imperial Beach coastline is part of the Silver Strand Littoral Cell, which is a segment of coastline involved in the complete cycle of littoral transportation and sedimentation. Under natural conditions, a littoral cell is supplied with sand and sediment by rivers and streams that flow into the ocean within the limits of the cell. The sandy material is brought to the coast by wave action and is transported along the coast until it is ultimately intercepted by a submarine structure, such as a canyon or sink, and the sand is diverted offshore and lost to the near shore environment.

The Silver Strand Littoral Cell extends along twelve miles of coastline and has the Tijuana River as a sand resource, Silver Strand as a transport path, and the entrance to San Diego Bay with its strong ebb and tide currents as a temporary deposition area. It is estimated that the Tijuana River supplied 660,000 cubic yards of sand per year under natural conditions.

The damming of the Tijuana River upstream (Rodriguez Dam) has resulted in the littoral cell's loss as a sand resource. Thus, in the absence of a continuing sand supply, the northward littoral transport of sand along the Silver Strand has resulted in an erosion cycle that originates at Imperial Beach in the southern part of the cell and progresses northward (see the shoreline protection sections of the Safety Element for further discussion).

Climate

Imperial Beach enjoys an excellent, comfortable climate throughout most of the year with an annual precipitation average of 9 to 10 inches per year.

Drainage (See Facilities and Services Element)

Geology (See Safety Element)

Historical and Archaeological Resources

A review of archaeological and historical records for the Imperial Beach area indicates that there are presently no identified historical or archaeological sites of major importance. Several minor sites have, however, been identified; the largest of which covers approximately ten acres along the Otay River channel along the northern City boundaries. Two smaller sites also have been recorded in the same general area along the farthest southern reach of the San Diego Bay. For the most part, these identified sites are composed of the remains of shellfish gathering activities, and associated discarded tools. No evidence of permanently inhabited villages have been found to date. All three sites in the northern part of the City are currently heavily impacted by existing urban uses. Another site has been located and excavated at the far southern end of Imperial Beach at Borderfield State Park. All these sites appear to be associated with the Early Milling La Jolla culture, which dominated the South Bay area between 7000 and 5000 years ago. Other sites have reportedly been encountered near the Oneonta Slough during construction activity, although it is not known whether steps were taken to preserve the reported sites or whether it was in fact a true archaeological site.

In terms of historical resources, there appears to have been a cavalry post on the present site of Westview Elementary School. There is also photographic evidence that at one time a "wave-action" device was constructed at or near the municipal pier. The purpose of this device was apparently to harness the energy from the waves falling to shore.

Open Space

Most of the open space in the City consists of public lands, which are described in the Parks, Recreation and Access Element. Other open spaces include:

The San Diego-Eastern Arizona Railroad Right-of-Way

This right-of-way located at the northern boundary of the City was originally dedicated in 1876 as an 80 to 120 foot wide, by .9 mile long strip of land. In 1912, the San Diego-Eastern Arizona Railroad obtained part of the right-of-way for a line to transport people from San Diego to the Hotel Del Coronado and back. This easement has a great potential of becoming a recreational corridor including bicycle and pedestrian routes.

Ream Field (U.S. Navy Outlying Landing Field)

This facility is used primarily to train helicopter pilots. The base may be phased out in the undetermined future. The entire 597-acre base cannot be classified as open space since the northern portion is improved with a number of structures in addition to the runways. The southeastern portion of the base has, however, been left in its natural state, and is part of the Wildlife Refuge.

Salt Evaporation Ponds

This open space located at the southern end of San Diego Bay, is owned by the Western Salt Company and is part of their salt manufacturing facilities.

San Diego Bay

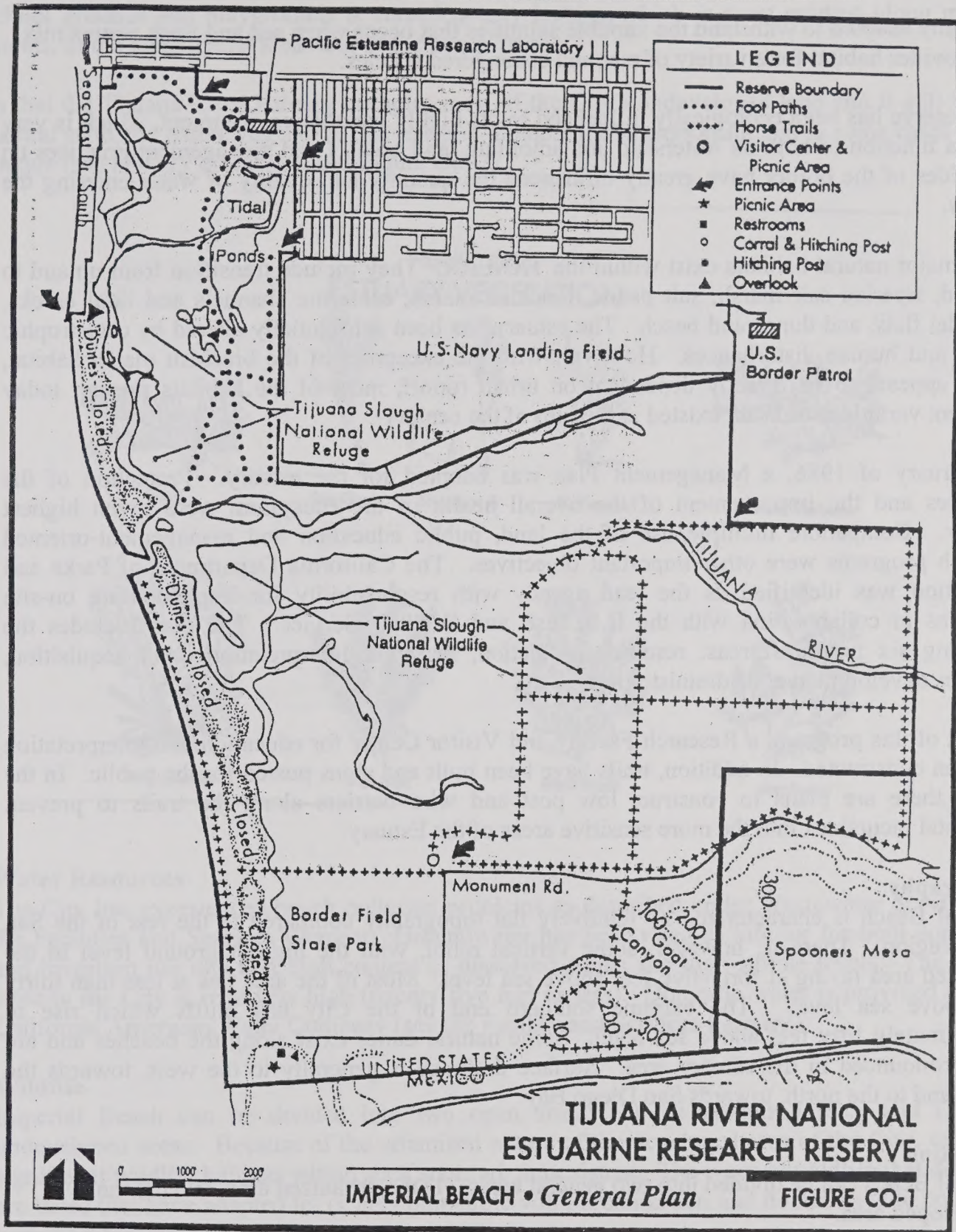
Imperial Beach is bounded on the north by the South San Diego Bayfront. Almost all of the open land on the bayfront has been developed and there is little reminder of the Coastal Sage/Maritime Sage vegetation, which once occupied the area. The Western Salt Company has developed portions of the salt marsh on both sides of the Otay River channel located on the City/Bay boundary. This facility consists of evaporation ponds used in salt production. A portion of the old San Diego and Arizona Eastern Railway owned by MTDB can be found along the northern edge of the bay area adjacent to the Otay River channel. There are few opportunities for full deepwater bay access from the Imperial Beach portion of the South San Diego Bayfront.

Soils (See Safety Element)

Tijuana River Estuary

The Tijuana River Natural Estuarine Research Reserve (TRNERR) as shown in Figure CO-1, is located in the Southwestern most corner of the United States. It represents about 2,531 acres in the lower sections of the Tijuana River watershed. Approximately 928 acres are located within the City limits of Imperial Beach. The remaining acreage is within the jurisdiction of the City of San Diego. The TRNERR Management Authority is vested with the responsibility for setting management policies for the whole Reserve. TRNERR includes the Tijuana Slough National Wildlife Refuge, which is managed by the U. S. Fish and Wildlife Service, and Border Field State Park, which is managed by the California Department of Parks and Recreation. In addition to the Wildlife Refuge and the State Park, the TRNERR boundary also contains land owned by the U.S. Navy, the City of San Diego, the County of San Diego and privately held parcels.

The TRNERR contains a highly variable system that may best be termed an "intermittent estuary." It is a coastal body of water that is influenced by both marine and river waters. During the winter-wet season, its waters are diluted by rainfall and stream flow, while during the rest of the year; it is an extension of the ocean. It supports a range of natural plant and animal communities that are



especially adapted to withstand the variable salinities that occur when sea and fresh waters mix and provides habitat for a variety of rare and endangered species.

The Reserve has been ecologically influenced by its highly variable environment, which is very much a function of both its watershed and adjoining land uses. Land management practices on both sides of the border have greatly influenced the quantity and quality of water entering the estuary.

Eight major natural habitats exist within the TRNERR. They include transition from upland to wetland, riparian salt marsh, salt panne, brackish marsh, estuarine channels and tidal creeks, intertidal flats, and dunes and beach. The estuary has been substantially altered by catastrophic events and human disturbances. However, with the exception of the brackish marsh habitat, which appears to be directly dependent on urban runoff, most of the habitats present today represent variations on what existed at the turn of the century.

In February of 1986, a Management Plan was adopted for the estuary. Protection of the resources and the improvement of the overall health of the ecosystem were given highest priority. Compatible multiple use of the land, public education and management-oriented research programs were other important objectives. The California Department of Parks and Recreation was identified as the lead agency with responsibility for implementing on-site programs in collaboration with the U.S. Fish and Wildlife Service. The plan includes the following six program areas: resource protection, research, interpretation, land acquisition, facilities development and administration.

As part of this program, a Research Facility and Visitor Center for education and interpretation has been constructed. In addition, trails have been built and signs posted for the public. In the future, there are plans to construct low post and wire barriers along the trails to prevent accidental incursions into the more sensitive areas of the Estuary.

Topography

Imperial Beach is characterized by relatively flat topography compared to the rest of the San Diego region. There is, however, some vertical relief, with the highest ground level in the urbanized area laying at forty-five feet above sea level. Most of the area lies at less than thirty feet above sea level. The extreme southern end of the City has bluffs which rise to approximately fifty feet above sea level. Some natural dunes exist along the beaches and are most pronounced in the estuary area. Surface drainage is generally to the west, towards the ocean, and to the north, towards San Diego Bay.

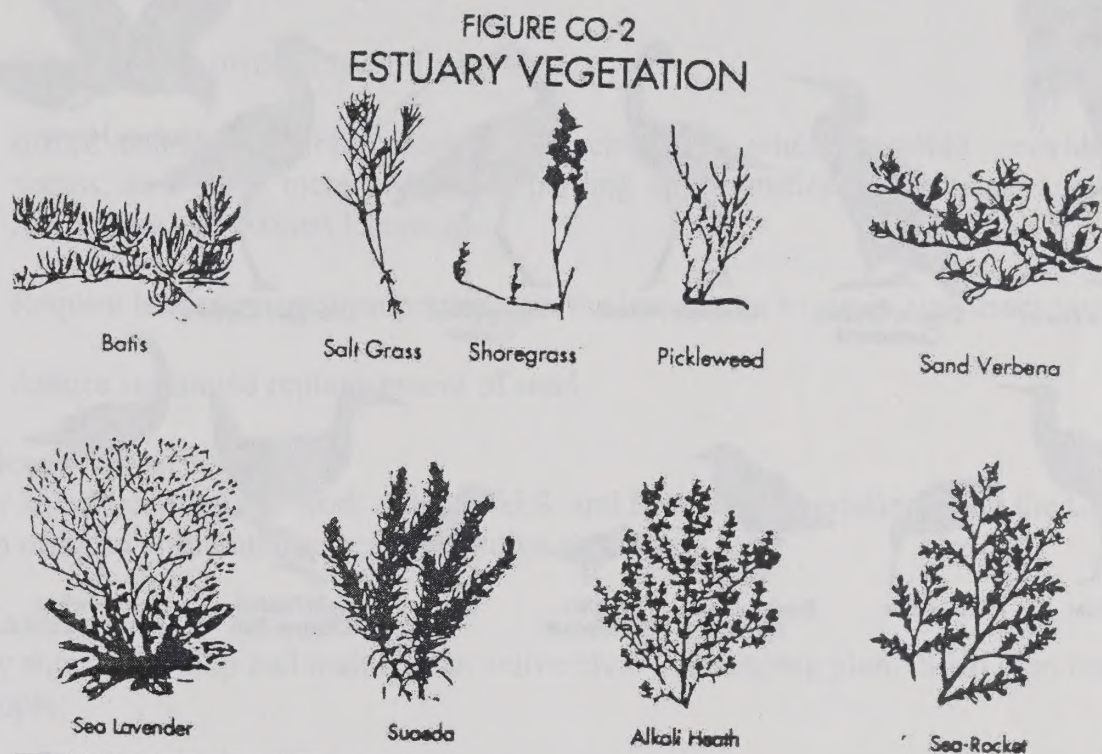
Vegetation

Imperial Beach can be divided into two general areas: (1) the urbanized area, and (2) the undeveloped area.

Little natural vegetation is present in the urbanized area. The domestic vegetation consists of landscaping, mainly ornamental trees, some street trees, shrubbery and a variety of ground covers. Most of the landscaping can be found on private property. Landscaping on city streets,

school grounds and playgrounds is conspicuously lacking which is most evident along major streets, in the commercial areas and in the beach area.

In that the Tijuana River Estuary occupies most of the City's undeveloped land and is still in its natural state, the native vegetation that exists is abundant, life supporting and in some cases very unique (see Estuary discussion and Figure CO-2).



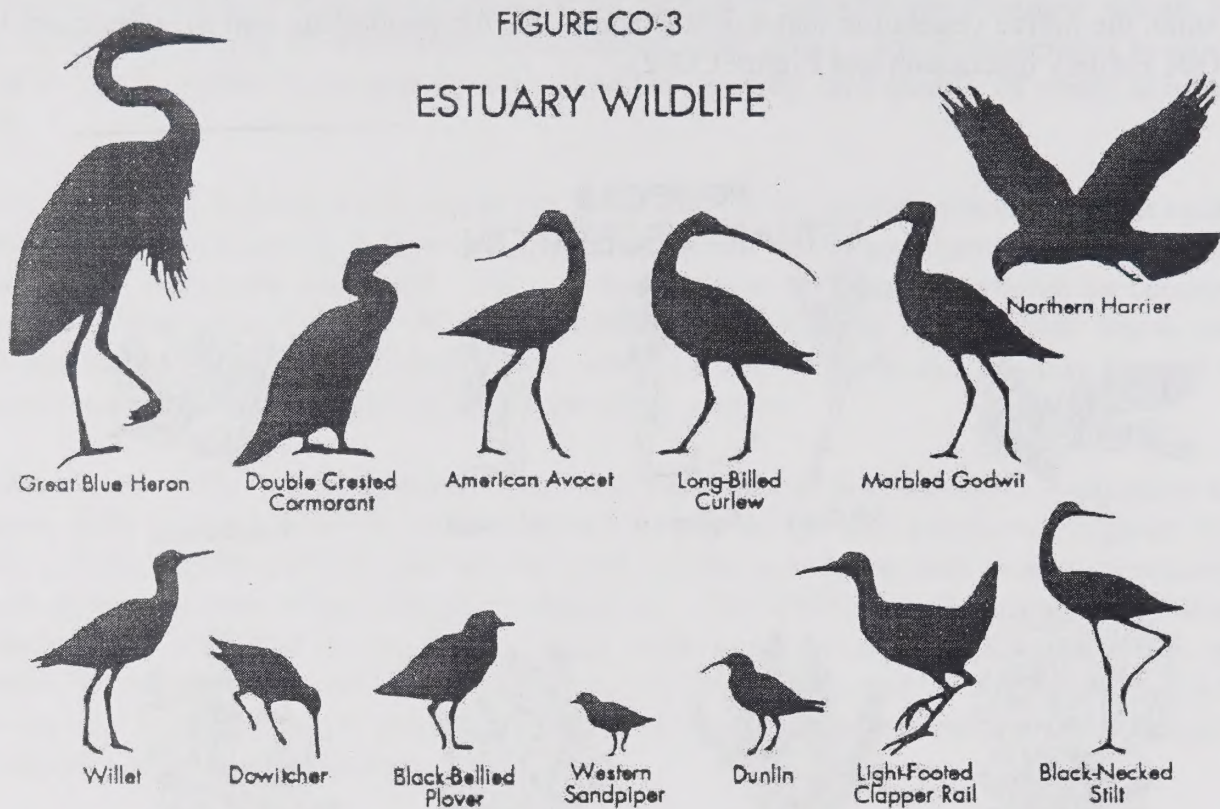
Water Resources

The City has experienced beach pollution problems as described under Wastewater Services in the Facilities and Services Element. Groundwater has been rated as inferior for both domestic and irrigation use due to a high content of dissolved solids and high sulfate levels. The water table in the City is relatively high (twenty five feet or less). Domestic water is provided by the California American Water Company (see the Facility and Services Element).

Wildlife

Imperial Beach can be divided into two open areas: (1) the urbanized area, and (2) the undeveloped areas. Because of the urbanized nature of the developed area of the City, existing significant wildlife habitats within such areas are nonexistent. The types of wildlife that do exist are those that have adapted to, or are compatible with, urbanization and do not have to compete with man for survival.

The undeveloped area primarily consists of the Tijuana River Estuary that includes significant Wildlife as illustrated in Figure CO-3.



GOALS

GOAL 2 NATURAL RESOURCES - KEY FOUNDATION OF THE CITY

The ocean, beach, bay, estuary, weather and related ecosystems set much of the image of Imperial Beach. Conservation and protection of these resources shall be a key focus of the General Plan. The unique physiographic characteristics of Imperial Beach are recognized as the foundation for all other aspects of the community. These characteristics enhance the quality of life of residents and visitors and shall not be wasted, destroyed, or neglected. They are generally nonrenewable and provide many of the scenic, historic, economic, recreation, open space and ecological values for the community.

GOAL 3 RESOURCES AND OPEN SPACE BELONG TO EVERYONE

Imperial Beach is an integral part of the larger California coastal community, linked by shared resources that are prized by the state, national and even international community. Congenial and cooperative use of these resources by both residents and visitors is recognized. Solutions for cooperative use shall always be based on retaining the area's resources.

POLICIES

CO-1 The Beach

Imperial Beach has few industries and must, therefore, rely on the attraction of tourists for economic development. The beach area is most critical and the City should:

1. Designate the beach as open space.
2. Retain public ownership of the beaches.
3. Insure continued public access to beaches and, where possible, provide additional access, as well as increased public parking opportunities in the beach area (see Parks, Recreation and Access Element).
4. Require landscaping of properties near the beach area to attain a pleasant visual image.
5. Assure continued replenishment of sand.

CO-2 Ocean Water Quality

The City should continue to work with the U.S. and Mexican governments and the City of San Diego in order to eliminate the beach pollution problems.

CO-3 Landscaping

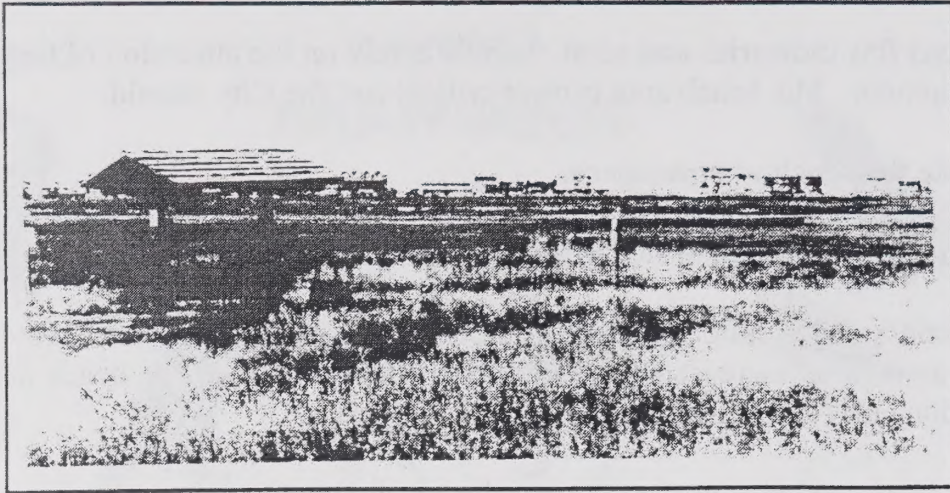
The City should develop and maintain an active civic landscaping plan. Such plan may include for example:

- a. Allocating funds in the annual budget for the landscaping of street medians and parkways, and funds for maintenance thereof.
- b. Developing priorities for landscaping projects to which annual budgets are keyed.
- c. Investigating outside sources of funding for landscape improvement projects and subsequent maintenance.
- d. Developing a list of plant materials (especially trees) most suitable to the City of Imperial Beach in terms of cost, form (preferably tall, broad form and densely foliated), hardiness, maintenance and aesthetic value.
- e. Preparation of a tree preservation ordinance.

CO-4 Ream Field

Ream Field should be designated as an "urban reserve" until such time as the Department of the Navy plans to dispense of the site. Future plans should include recognition of the open space

and habitat resources of the site.



CO-5 Estuary

The City recognizes and supports the importance of the Tijuana River Natural Estuarine Research Reserve both for its ecological and open space values. In this regard, the City shall:

- a. Assist in the implementing of the Estuaries Resource protection program, which includes the following development restrictions:
"A buffer area will be established for each development adjacent to wetlands. The width of a buffer area will vary depending upon an analysis. The buffer area should be a minimum of 100 feet unless the applicant can demonstrate to the satisfaction of the State Department of Fish and Game and U.S. Fish and Wildlife that 100 feet is unnecessary to protect the resources of the habitat area. If the project involves substantial improvements or increased human impacts, such as a subdivision, a wider buffer area may be required. For a wetlands the buffer area should be measured from the landward edge of the wetland."
- b. Coordinate and control as appropriate the urban run-off into the Estuary.
- c. Encourage the acquisition of the 1.5 acre vacant triangular shaped property on the east side of South Seacoast Drive and adjacent to the National Wildlife Refuge as an expansion of the Refuge. This site could be an ideal location for viewing the Refuge.

CO-6 Air Quality

The City shall support actions to insure clean air including but not limited to:

- a. Support the control of various industrial and commercial endeavors within the City through regulations applying to stationary sources of air pollution. The City shall remain cognizant of State and local regulations applying to such sources and shall require the

submission of all applications to the Air Pollution Control District for approval prior to the issuance of local building or engineering permits.

- b. Support the control of various industrial and commercial endeavors within the City through the issuance of permits and land use permit procedures to the extent of scheduling the incorporation of new and improved air pollutant control devices.
- c. Support the efforts of the Air Pollution Control District to maintain the constant surveillance of all permit holders and installations within the City. The City should establish a formal complaint process for local residents and periodically advise of and encourage its use. Complaints will be recorded and forwarded to the Air Pollution Control Board for formal action. The process should handle both physical, odoriferous, and noise pollution cases. A system of follow-up procedures on any Board actions shall be established. Reports to the initiators on actions taken will be made, as well as reports to the total citizenry through news publications.
- d. Encourage the development and use of emission reduction equipment for private and commercial vehicles. The City shall encourage operators of vehicular fleets using City streets to use lower weight or horsepower or low emission vehicles whenever feasible. The City shall strive to set the example by purchasing such vehicles for its own use whenever feasible, or converting existing vehicles to meet such standards.
- e. Pursue the development of alternative means of transportation, which would reduce the use of the automobile within the City. The development or licensing of any future public transportation system should be limited to the use of the most advanced low or non-emission powered vehicles. Transportation by means other than motor vehicles shall be encouraged (see also Circulation Element).
- f. Encourage surrounding communities to join in a total campaign to maintain a high standard of air quality in the southern San Diego County area. Joint agreements with their governing bodies and the San Diego County Board of Supervisors should be developed. Programs and program results should be highly publicized in the local news media in order to gain the support and cooperation of all citizens living in the area.
- g. Continue to review all new developments to ensure that they meet acceptable air quality standards as set forth by the State and local Air Pollution Control District, preferably through the environmental assessment process.

CO-7 Urban Water Run-Off

The City shall develop a system of managing urban runoff and floodwaters to curtail pollution in the beach area, the Tijuana River Valley, and San Diego Bay.

CO-8 Wetlands

The diking, filling, or dredging of open coastal waters, wetlands, and estuaries, shall be permitted only where there is no feasible less environmentally damaging alternative, and where

feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to those uses specified in Section 30233 of the Coastal Act.

DESIGN ELEMENT

Communities should be planned with an eye to the effect made upon the human spirit of being surrounded by beauty instead of ugliness.

Thomas Jefferson

BACKGROUND

The Design Element is an optional General Plan topic under the State Planning Law. In addition to analyzing broad community wide design features, the Element also is important for protection of scenic and visual qualities of the City as required by the Coastal Act of 1976. Since State Planning Law does not require a Design Element, there are few imposed standards or guidelines and, thus, Imperial Beach has the utmost flexibility in adopting an element especially suited to its own needs.

The character of Imperial Beach's environment presents both special opportunities and special perils. The opportunity lies in the richness of the City's natural, coastal setting.

The peril lies in the fragile nature of Imperial Beach's environment and in the speed with which it can be destroyed. The community is located within the "square-shaped" confines of the San Diego Bay and Silver Strand; the Oneonta Slough and Tijuana River Estuary; and the Pacific Ocean, and one is always aware of the setting in a way that is not true of other areas. In such a restricted and exposed environment, it takes little in the way of inappropriate buildings, tangles of overhead wires or jumble of signs and lost views to create ugliness in the place of beauty.

From an environmental standpoint, Imperial Beach has a number of unique qualities. These include a large number and variety of vistas and natural settings (i.e., from nearly all sections of the community there are panoramic views); a sense of terrain or location - that is an identifiable sense of enclosure created by the natural geography and a strong focal point in the Seacoast area, a strong pattern of development evidenced by the concentration of structures and circulation facilities and the existence of extensive open space.

The City pattern is a visual framework composed of the natural base upon which the city is developed. The pattern of Imperial Beach can be described in several ways. Some aspects of the City's pattern are two-dimensional as though it were a map; in other ways, the City's pattern is three-dimensional. The City pattern is not a rigid order, but rather a synthesis of diverse and even random features combining together to form a sense of balance and compatibility.

In comparison with most urbanized areas in Southern California, Imperial Beach has a number

of unique qualities. These include:

1. A large variety of views and natural settings

Generally, wherever one is located in Imperial Beach, there is a vista within close proximity. This may be an open vista to the Pacific Ocean, a panorama of surf and ocean, views of tidal infill at sunset or the sweeping view of the Playa de Tijuana skyline and Tijuana bullfight ring contrasting with the natural openness of the Tijuana River Estuary.

2. A Sense of place

The natural elements of the terrain in Imperial Beach create an identifiable sense of enclosure, while a strong focal point is evident in the Pacific Ocean.

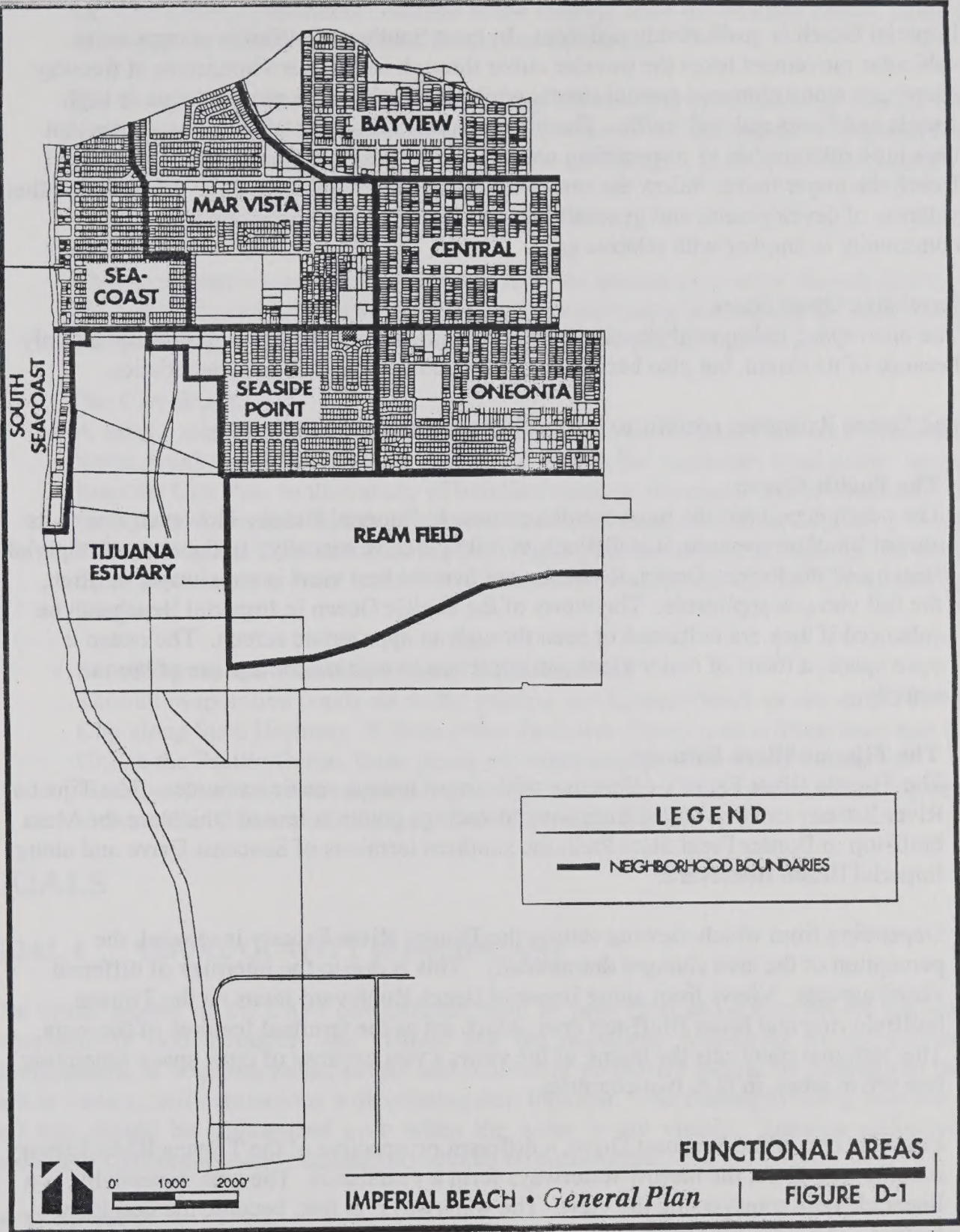
3. A small-scale, man-made environment

Vertically, Imperial Beach primarily consists of one or two story buildings. Horizontally, with a few important exceptions, the neighborhoods and functional areas of the City are generally compact and well defined. These neighborhoods and functional areas are shown in Figure D-1 and include:

- a. The Seacoast area, which comprises the municipal pier and the City beach north of Imperial Beach Boulevard;
- b. The linear beach front residential developments south of Imperial Beach Boulevard along Seacoast Drive known as the Seaview District;
- c. The Tijuana Estuary District which encompasses the Tijuana River National Estuarine Research Reserve. Slough National Wildlife Refuge and Border Field State Park;
- d. The Ream Field Naval Outlying Landing Field located south of Iris;
- e. The Bayview District located north of Highway 75; and
- f. The less well defined residential neighborhoods of Mar Vista, Central, Seaside Point and Oneonta.

4. Linear Movement

While most Southern Californians spend a great deal of their time traveling long distances, the experience of linear movement within



Imperial Beach is qualitatively different. In most Southern California communities, vehicular movement takes the traveler either through freeway environments at freeway speeds, or along cluttered arterial streets while alternating between moderate to high speeds and "stop-and-go" traffic. The movement usually takes place along routes that bear little relationship to surrounding natural or man-made environments. In Imperial Beach the major routes follow the same natural configurations that have determined other patterns of development, and generally it is possible to travel from one part of the community to another with relative ease.

5. Extensive Open Space.

The open space in Imperial Beach presents an extraordinary design opportunity not only because of its extent, but also because of its location and specific characteristics.

Visual and Scenic Resources specific to Imperial Beach include the following:

√ The Pacific Ocean

The ocean is perhaps the most scenic resource in Imperial Beach. However, due to its almost limitless expanse, it is difficult to fully perceive visually. In the case of Imperial Beach and the Pacific Ocean, the statement that the best view is not always, or often, the full view, is applicable. The views of the Pacific Ocean in Imperial Beach can be enhanced if they are enframed or seen through an appropriate screen. The ocean is open space, a focus of major views, an attraction to visitors and a place of human activity.

√ The Tijuana River Estuary

The Tijuana River Estuary offers one of the most unique scenic resources. The Tijuana River Estuary can be viewed from several vantage points, a few of which are the Mesa bluff-top in Border Field State Park, the southern terminus of Seacoast Drive and along Imperial Beach Boulevard.

Depending from which viewing station the Tijuana River Estuary is viewed, the perception of the area changes dramatically. This is due to the interplay of different visual aspects. Views from along Imperial Beach Boulevard focus on the Tijuana bullfight ring and Mesa Bluff-top area, which act as the terminal features of the vista. This terminal point sets the theme of the view; a vast expanse of open space separating two urban areas, in fact, two countries.

From the end of the Seacoast Drive, a different prospective of the Tijuana River Estuary is achieved. Here, the narrow waterways form a visual axis. The axis, essentially, is a linear element transversing the view. The waterways, in fact, become the dominant feature. The perceived view is of a wet-land type habitat between the shore and inland development.

The final viewing point is the Mesa bluff-top of Border Field State Park. This spot, itself a terminal point of another vista, produces a reverse interest view. From the bluff-

top, one views a panoramic coastline scene ranging from the beaches below, along the coast past the estuary to Imperial Beach and Coronado.

The Estuary and Slough define the boundary between the urbanized City and the natural undeveloped City. This space has had an influence on all the people of Imperial Beach, either as a recreational resource, a place to go for solitude, or as an environmental resource.

√ **Ream Field**

This represents a scenic resource in that it draws spectators to view the helicopters. This particular vista is ideally suited to passive recreational activities for many, while simultaneously representing a prime source of noise pollution to others.

√ **The City Beach**

A unique scenic resource, the City beach encompasses the area from the Northern City limits, south to the International Border. This area has numerous focal points ranging from the City Pier, to the variety of building types, to the sandy beach. Daytime views include the Coronado Islands, the beach itself, the ocean, the Silver Strand, Coronado, Point Loma, and Downtown San Diego. Nighttime views include lights on the pier, lights on the ocean, Point Loma, the Coronado Bridge, Coronado and Downtown San Diego.

√ **Salt Evaporation Ponds and South San Diego Bay**

The salt evaporative ponds act as the gateway to Imperial Beach as one enters into the City along State Highway 75 from either the Silver Strand area or from Interstate 5. Unlike the Pacific Ocean, these ponds are small enough to be easily understood visually. They serve as important gateways to the City. There are excellent nighttime views of the Coronado Bridge and Downtown San Diego.

GOALS

GOAL 4 VISUAL QUALITY IS IMPORTANT

The visual quality of the City's environment shall be preserved and enhanced for the aesthetic enjoyment of both residents and visitors and the economic well-being of the community. Development of neighborhoods, streets and individual properties should be pleasing to the eye, rich in variety, and harmonious with existing development. The feeling of being near the ocean and bay should be emphasized even when the water is not visible. Designs reflective of a traditional California seaside community should be encouraged.

POLICIES

D-1 Design Review

All residential properties of 2 dwelling units or more and all new non-residential structures shall

be subject to design review.

D-2 Design Guidelines

The City shall adopt design guidelines to be used in the design review process.

D-3 Sign Program

The City shall develop a uniform public information sign program.

D-4 City Image

Development should retain a low profile. Adequate provisions should be made in all types of development for specimen-sized trees to ensure the evolution of a green, tree-covered image for the City.

D-5 Public Utilities and Facilities

Highly visible public improvements should be designed and landscaped to blend into their backdrop.

1. Major linear improvements, such as major roadways should be well landscaped.
2. Structures necessary to store, channel or hold back water should be designed and constructed of materials and colors so as not to draw attention to their alteration of nature. Where the purpose of the structure permits, it should be landscaped to aid in its camouflage.
3. Utilities which cannot be feasibly placed underground due to their high voltage or other safety or cost considerations should be located and designed in such a fashion as to provide the least visual and environmental impact on the community.

D-6 Trees

Mature trees, tree masses and tree rows of significant aesthetic or historic quality should be preserved when and wherever possible consistent with the public safety.

1. Public and private projects should be planned in such a manner that significant trees will not be destroyed when preservation is economically realistic and consistent with sound planning and horticultural practices.
2. Provisions should be made to protect the City's most significant landmark trees, tree masses and tree rows on a permanent basis and not just at the time of project review.
3. The planting of additional new trees throughout the City should be encouraged.

D-7 Signs

The City should regulate signs in a manner which will emphasize safety, help improve and protect the appearance of buildings and the City as a whole, foster legible graphics and promote the public's awareness of the business community while respecting the City's suburban character.

1. Signs should be restrained in character and no larger than necessary for adequate identification.
2. Information bits should be limited and design and colors chosen to ensure legibility to passing traffic.
3. A sign should relate in message, location and character to the business conducted or product offered at that site.
4. Signs should relate in character, material, size, shape, height, placement and color to the sites and buildings of which they are a part.
5. Pole signs and roof signs shall be prohibited.
6. Monument signs shall not exceed 8 ft. in height.

D-8 Project Design

- a. The design of development projects should respect, work with and enhance the natural features of the land.
 - Natural scenic amenities such as mature trees; watercourses and views should be integrated into the project design
 - Structures should be oriented and constructed so they may take advantage of the beneficial features of the climate and be protected from the negative ones in order to reduce energy consumption and increase the enjoyment of the residents.
- b. Projects should be designed so there is a harmonious relationship with adjoining uses.
 - The pattern of existing neighborhoods should be respected. A development should be integrated with the adjacent neighborhood if the project size or natural boundaries dictate, or the design should create one or more separate and strong neighborhood identities.
 - Structures should relate to neighborhood structures both within and adjacent to the development and not create a harsh contrast of scale, style or color.
 - Areas of noisy activity and areas of quieter use should be separated by space or buffers, both within and between projects.
 - Lighting and signs should be designed, located and directed so as not to disturb adjacent uses.

- Three story structures adjacent to existing one and two story structures shall be designed in a way to respect the scale of the one and two story structures. Such designs could include a wider side yard set back for the 2nd and 3rd story, hip roofs, or similar features.

c. Developments should be designed to respect and enhance the view and safety of the passerby.

- Structures and open space areas should be arranged so that open space qualities of a development are apparent from outside the development.
- Public rights of way should be designated not only for the safety and enjoyment of the motorist, but also for the pedestrian, jogger and bicyclist.
- In commercial developments, safe and enjoyable browsing by customers should be encouraged by coordinated and attractive signs, walkways, patios, display windows and entrances. Optimally, the entrance to such an enjoyable area should be designed to be obvious to the passing motorist and pedestrian and be linked to the public sidewalk as well as to the parking area. Parking lots should be attractively landscaped and safe for both the motorist and the pedestrian walking from the car or the street.

d. Developments should attempt, through design, to give the appearance of a suburban density and scale.

- Monotonous designs appear denser than ones of equal density, which are varied. Therefore, the following should be given consideration:
 - Uniformly repetitious buildings and modules and unbroken expanses of wall should be avoided.
 - Balanced and coordinated variety in height, materials and color should be encouraged.
 - Setbacks of buildings should be varied.
 - Simple palettes of landscape materials used in masses to compliment or screen various parts of the building(s) and achieve a park-like setting are recommended.
- The size and design of signs, walkways and parking area lights and other elements of development should be low keyed, but effective in scale, color and brightness.

e. Developments shall be designed with an eye to safety without giving the appearance of a fortress or a sea of concrete or asphalt.

- Parking lots along Seacoast Drive, Palm Avenue, and Imperial Beach Boulevard shall have internal landscaping to visually break the hard lines of the parking lot.
 - Buildings should be grouped into "neighborhoods" or clusters and be oriented so that building entryways are visible to encourage neighborhood surveillance.
 - Where separate units face onto a common open space, the design should relate specific portions of the open space to each unit. This has been shown to increase individual responsibility for surveillance as well as upkeep.
 - Parking areas should be designed to separate vehicles and pedestrians whenever possible and ensure adequate visibility when the two must cross.
 - Curbside visible street numbers or directory maps should be provided for all types of structures and be visible at night for the convenience of police, fire, guests and customers.
 - Open space for passive use should be provided in all developments. In lower density areas, these are generally yards or patios; in medium or higher density developments; interior courts, patios or roof gardens would be appropriate.
 - Recreation space, appropriate to the type of development, landscaping, including the preservation and planting of large trees and open space, should be provided to ensure a pleasing and open landscaped vista to the residents and passersby and to promote a tree-covered City image.
- f. Developments shall be designed to conserve energy and water and work toward healthful air quality.
- New developments shall incorporate energy-saving design features such as appropriate building and roof orientations and architectural features, reduced glass area where appropriate, adequate insulation, heat efficient spaces and arrangements, solar and wind energy capturing systems and energy efficient utilities and appliances.
 - Water-saving systems shall be used in developments as technology and economics make them feasible. These include drip irrigation and low water use appliances and fixtures.
 - Project design shall encourage the use of mass transit. This may include the clustering of units and the provision of bus shelters/benches, turnouts, schedule signs and sidewalks.
- g. Residential developments should include and provide for a number of amenities such as adequate storage areas, usable private outdoor areas, indoor and outdoor common areas, landscaped areas and park and recreation areas as appropriate to the needs of the residents

and the types of units.

D-9 Seacoast Design Standards

Detailed design standards and criteria should be developed for the Seacoast area. The standards and criteria should provide specific direction as to the design quality and image desired by the community.



D-10 Hwy 75 Commercial Area

Detailed design standards and criteria should be developed for the Highway 75 commercial area. The standards and criteria should provide specific direction as to the design quality and image desired by the community.

D-11 Permanent Open Space Areas

- a. Bicycle and pedestrian paths in developed areas should connect with one another through permanent open spaces.
- b. Any building facade facing onto a permanent open space of any kind shall be designed with the same level of quality as the street frontage facade.
- c. Development incentives should encourage designs that are integrated with permanent open spaces, but they should not allow dull repetitiveness or other objectionable design results.

D-12 Highways

Major entry roads should provide the traveler a defined sense of entry into the City and a sequential experience appropriate to the changing scale and physical requirements as one moves into Imperial Beach.

- a. The sequential experience could be highlighted and improved through some of the following considerations:
- The establishment of median islands and landscaping along the major entryways and thoroughfares. (Care should be taken in the specific location of such improvements so as not to preclude convenient and efficient traffic access.)
 - A heightened program of parkway landscaping or tree planting used singularly or in combination with median plantings.
 - Common theme public entrance signs and directional signs employed along the major thoroughfares and incorporated into the median islands in an attractive manner.
 - Other special landscaping and design features employed at major focal points such as major intersections.
 - The use of custom street furniture and lighting fixtures, which support the architectural character and quality of the community.
- b. A reduction in the spacing of trees along parkways or in median islands as the street approaches more developed areas would serve to announce a reduction in automobile speed and provide more continuous shade as pedestrian and parking considerations become more important.
- c. Trees along the major streets should conform to or compliment those used in the adjoining properties so as to extend the visual relationship among adjoining landscaped areas. The use of similar foliage colors and/or textures would also serve to emphasize such relationship.
- d. Some ordered control over the spacing and design of signs along all major entryways should al-so be established. Public safety and directional signs should be simple, clear and concise.
- e. The City shall pursue, through cooperative efforts with the City of San Diego, the removal of billboards along the entryways to the City.

The proposed system could be simplified and improved through some of the following suggestions:

The combination of a single Irish and English text for the same document is a good idea. It is also a good idea to have a single text for the same document in both Irish and English.

A bilingual version of the same document is also a good idea. It is also a good idea to have a single text for the same document in both Irish and English.

Changes to the public service signs and documents are also a good idea. It is also a good idea to have a single text for the same document in both Irish and English.

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FACILITIES AND SERVICES ELEMENT

We will strive for the ideals and sacred things of the city, both alone and with many; we will unceasingly seek to quicken the sense of public duty; we will revere and obey the city's law--; we will transmit this city not only, not less, but greater, better and more beautiful than it was transmitted to us.

Oath of the Athenian City-State

INTRODUCTION

The manner in which public facilities and services are provided in California jurisdictions, as well as the manner in which they are funded, has changed considerably in the past few years. Both population growth and technological changes have required a more regional approach to the planning and provision of some facilities and services that were once the exclusive concern of municipalities. At the same time, fiscal constraints and legislative actions have shifted funding methods from a reliance on the general obligation of taxpayers to a greater emphasis on requiring new development to "pay its own way." The Facilities and Services Element is a guideline to indicate future needs as the City continues to develop. Funding to meet these needs will come from a variety of sources that must be considered in the capital improvement planning process and the annual budget process.

The location of existing public facilities is indicated in Figure F- 1. Most of Imperial Beach's public facilities and services will adequately meet the needs of the General Plan with a few desirable upgrades.

In the following discussion, not all services and facilities are under the direct control of the City, however, the policy commitments of the City greatly affect the ability of other agencies to provide appropriate levels of service to Imperial Beach residents and visitors. Circulation, parks and recreational facilities are not included in this Element since they are discussed in the Circulation Element and the Parks, Recreation and Access Element of this Plan.

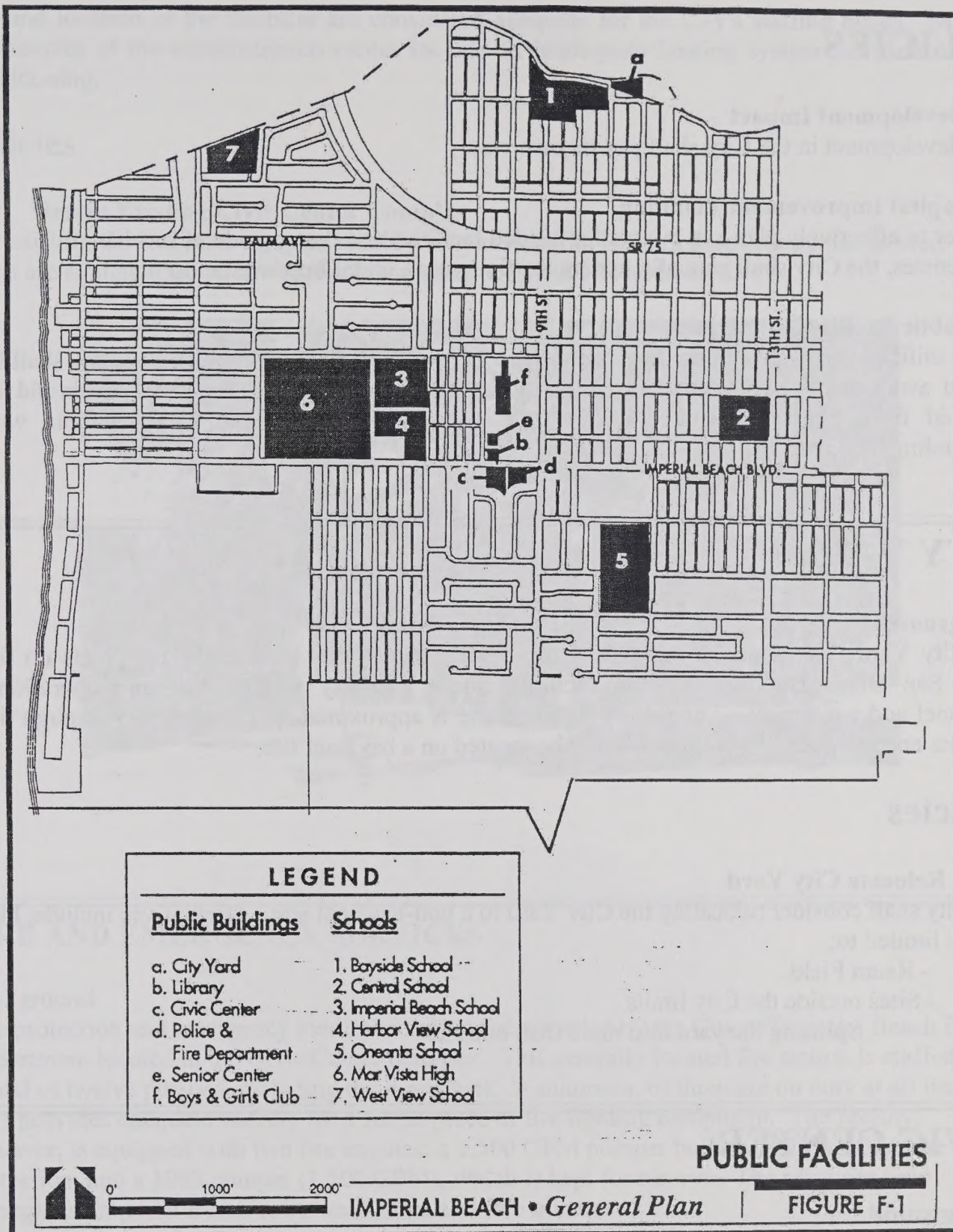
Topics are arranged alphabetically and each section contains background and policies. Specific topics are:

City Yard	Public Right-of-Ways
Civic Center	Schools
Fire & Emergency Services	Solid Waste Disposal
Law Enforcement	Wastewater Services
Library Services	Water Services

GOALS

GOAL 5 - FACILITIES AND SERVICES CONCURRENT WITH NEED

The City shall ensure that public facilities and services are available to adequately serve all new and existing development concurrently with new construction. For existing facilities requiring upgrading and/or replacement, the City shall plan for adequate funding of these improvements to preclude interruptions or deterioration of service that may imperil the health and welfare of the residents and visitors to Imperial Beach.



POLICIES

F -1 Development Impact

New development in the City shall pay its own way.

F-2 Capital Improvement Planning

In order to effectively plan and budget for needed facilities and the upgrade of service deficiencies, the City shall annually update the five-year Capital Improvement Plan.

F-3 Public Facility Locations

Public utilities and public works facilities, which are not dependent on the ocean or bay, shall be located away from the ocean or bayfront to the extent possible. These facilities should be screened from public view and shall be designed in a manner that is compatible with surrounding land uses.

CITY YARD

Background

The City Yard is presently located on Cherry Avenue between 10th and 11th Streets on the South San Diego Bayfront. These facilities house the City maintenance and operations, personnel and equipment. The fully developed site is approximately 1.79 acres. Although the facilities are adequate, they do not need to be located on a bayfront site.

Policies

F-4 Relocate City Yard

The City shall consider relocating the City Yard to a non-bayfront site. Alternatives include, but are not limited to:

- Ream Field.
- Sites outside the City limits.
- Splitting the yard into more than one site.

CIVIC CENTER

Background

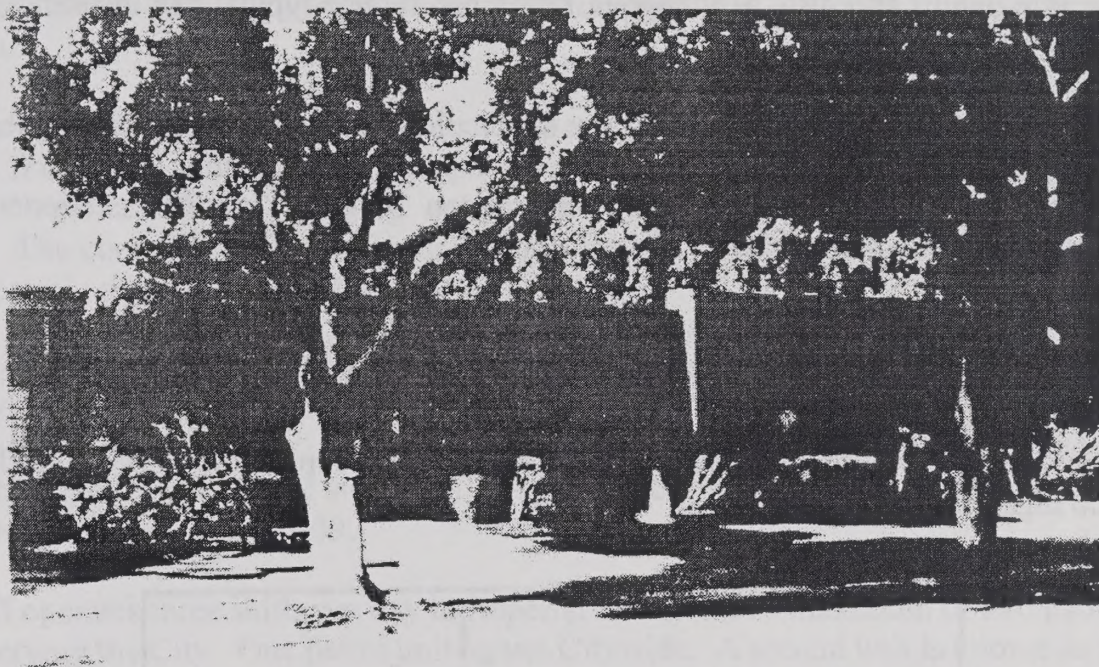
The majority of municipal facilities of the City of Imperial Beach, including the Sheriff's station, Fire department, City Council chambers, City Hall conference center and Administrative offices are located in the Civic Center complex on Imperial Beach Boulevard. This complex consists of four separate buildings and related parking on approximately 2.7 acres. The existing

size and location of the facilities are considered adequate for the City's staffing needs. Major deficiencies of the administration center include an inadequate heating system and lack of air conditioning.

Policies

F-5 Retain Existing Civic Center Complex

The existing Civic Center complex shall remain as Imperial Beach's focus for public service. As funds are available, any deficiencies in the complex should be addressed.



FIRE AND EMERGENCY SERVICES

Background

Fire protection and emergency medical services are provided by the City of Imperial Beach Fire Department located in the Civic Center complex. This centrally located fire station is staffed by a total of twelve persons, including the Fire Chief. A minimum of three are on duty at all times. This provides adequate staffing for a single piece of fire fighting equipment. The facility, however, is equipped with two fire engines: a 1,500 GPM pumper built in 1993 for first line protection, and a 1983 pumper (1,500 GPM), which is kept for reserve. The response time throughout Imperial Beach is between three and five minutes.

There is an automatic aid agreement between the Cities of San Diego and Imperial Beach. Using this program, responses to emergency calls are directed to the closest available unit regardless of the municipal jurisdiction. It provides for a "first alarm" response to structural

fires consisting of the Imperial Beach pumper, plus a pumper and a 100-foot aerial ladder truck from the City of San Diego. This system is designed to reduce the response time for emergency calls, while allowing the cities to provide for an increased level of service without an increase in facilities or equipment.

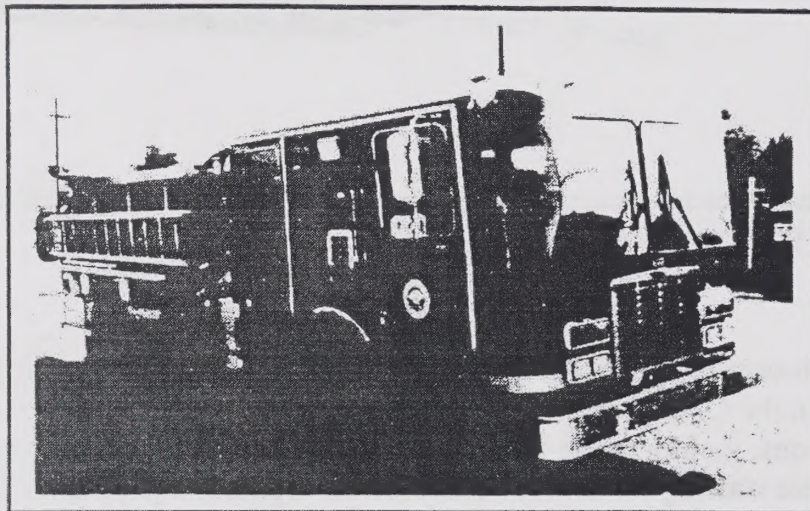
There are several nationwide organizations which rate communities for fire insurance purposes. The rating system utilized for Imperial Beach is the Grading Schedule for Municipal Fire Protection designed by the Insurance Services Office. Imperial Beach is rated a Class 4 on a scale of one to ten with one being the best and ten the worst. Areas surrounding Imperial Beach are generally rated at 3's and 4's. A change in rating can reduce typical fire insurance policies from 5 to 10 percent.

The majority of calls to the Fire Department are for medical assistance. The Department's staff is trained to provide initial response as part of a countywide trauma system. Medical transportation is provided by paramedics from Hartson Medical Services, stationed in the Imperial Beach/South San Diego area.

Policies

F-6 Fire Rating

The City should explore ways to improve its fire rating at every opportunity. The goal should be a rating no higher than 4.



LAW ENFORCEMENT

Background

The demand for law enforcement services in Imperial Beach is determined not only by the needs of residents but also by visitors to the City, particularly the beach area. As tourist activities increase, there may be a need for additional law enforcement activities. The City contracts with the San Diego County Sheriff's Department for law enforcement. The Sheriff's office is located in the Civic Center complex. Approximately thirty officers operate from this facility and service the City of Imperial Beach and the unincorporated communities of Bonita, Lincoln Acres and Otay Mesa.

The City's contract is for two patrol units (24 hours a day). Eleven deputies are required for staffing of these units. In addition to the patrol units, the City also contracts for 2+ detectives, 3 community service officers (parking enforcement) and .5 special purpose officers (DARE program). The contract also provides for 2 four-wheel drive vehicles, 4 patrol cars, and 3 traffic vehicles (patrol cars with special features).

There is no accepted uniform standard for number of police per 1000 population. Additionally, there is no direct correlation between number of police and crime rates. Communities vary substantially based on density, characteristics of land use and other factors. Imperial Beach currently has approximately .62 sworn officers per 1000 population. This compares with a San Diego countywide average of 1.09.

The sheriff operates three shifts per day in Imperial Beach with a maximum of two patrol units per shift serving the City. One patrol unit serves Citywide. A second unit is known as the Beach Patrol and operates a four-wheel drive vehicle instead of a regular patrol car. The Beach Patrol operates three shifts a day for a total of 24 hours. Although the beach patrol responds to calls throughout Imperial Beach, its focus is on Seacoast Drive, Pier Plaza and the beach area. The funding for two of the three shifts for the Beach Patrol unit is provided by the San Diego Unified Port District. The average response time for priority calls Citywide is four minutes. Two traffic units are also provided to the City of Imperial Beach. One is a 7-day with relief traffic unit, the other a 5 day with relief unit. Additional law enforcement is provided by the Sheriff's F-7 involvement program, which is a volunteer patrol program consisting of retired persons trained for community protection and patrol assignments. Activities include: daily senior citizen safety checks, vacation property checks, and an "eyes on the road" patrol program. The Sheriff's office will continue to enhance and maintain this program.

San Diego County's overall crime rate for the 1992 calendar year was 65.7 reported crimes per 1000 people. Reported crimes include homicide, rape, robbery, aggravated assault, burglary, grand and petty theft, and motor vehicle theft. Imperial Beach's rate was 57.0 reported crimes per 1000 people. According to the 1992 crime statistics kept by SANDAG, the City of Imperial beach ranked 9 out of 18 cities for crime (1 being best). The types and level of crimes committed within the City is very similar to the countywide average.

Policies

F-7 Public Information and Involvement

The City shall maintain public information and school educational programs in crime prevention and drug education, and shall assist residents and businesses in developing neighborhood and commercial protection programs.

F-8 Crime Rates

Increased crime is a national problem that is not necessarily correlated with the number of police. The City should have a goal of having a crime rate below the County average and better than the majority of San Diego County cities.



LIBRARY SERVICES

Background

The Imperial Beach Library, located at 810 Imperial Beach Boulevard, is part of the greater San Diego County library system. The 5,000 square-foot facility is owned and maintained by the County. It has a total collection of 36,700 items (books, videos, audio tapes, magazines, etc.), on-site parking for 12 cars, and a staff of 5.

The County categorizes their library facilities in three categories, small, medium and large. Based upon Imperial Beach library's circulation and number of patrons, it is considered a medium size facility. As such, the facility is open a total of 38 hours a week, Monday through Friday, and is closed on the weekends.

The library facility space standard utilized by the County is 0.35 square feet per capita. Using this standard, the Imperial Beach facility should be expanded to almost double its present size by the year 2005. Due to the County's limited resources, expansion of the facility is not planned at this time; however, the County can apply for State funding.

Policies

F-9 Library Size

The City should work with the County on library needs assessment with the goal of expanding library services for Imperial Beach.



PUBLIC RIGHT-OF-WAYS

Background

Alleys

Many of the alleys within the City limits are not paved. In an effort to improve the alleys, numerous assessment districts have been established by the City. It is the City's policy to pave all unimproved alleys and the City has plans to pave the remaining unimproved alleys through the use of assessment districts.

Drainage

The City completed a master drainage study in 1990. The study identified a number of geographical areas in the City, which are subject to periodic flooding. However, because of the flat topography of the City, several areas will always be subject to an increased flood risk.

Surface run-off, a condition intensified by development as a result of soil compaction and an increase in the amount of impervious surfaces, is presently handled by the street system and a small storm drain system. Most of the captured run-off is deposited directly into the San Diego

Bay, Pacific Ocean or the Tijuana Estuary.

In the past, Community Development Block Grant Funds have been utilized to make improvements to the City's drainage system. A possible alternative funding source for storm drain improvements would be a surcharge, which could be added to the sewer fees as authorized by Health and Safety Code Section 5471.

Sidewalks

Although much of the City is served by sidewalks, sidewalks are missing in a variety of areas. Sidewalks can be particularly important in providing access to schools, parks, the beach and commercial areas. Installation of new sidewalks or improvements to existing sidewalks if necessary, is required with all building permits for construction valued at greater than \$25,000.

Many parts of the City have tree lawns, while other parts have sidewalks next to the curb. Tree lawns can provide a buffer between pedestrians and the street and, when planted with trees, create a pleasant and safe pedestrian way. In some parts of the City residents have paved in the tree lawns, creating a wide sidewalk. This is visibly unappealing and creates vast areas of hard surface asphalt or concrete.

Streets

The public roads in Imperial Beach have been improved with pavement. Generally, the public right-of-way has also been improved with curbs, gutters and sidewalks. Regular maintenance to the City's road system is financed through the City's share of "Prop A" funds - a sales tax passed by the voters of San Diego County.

Street Landscaping

In cooperation with the Cities of San Diego and Coronado, the City of Imperial Beach has received a \$100,000 Federal grant from the Intermodal Surface Transportation Efficiency Act of 1991, which will be matched with \$70,000 of Proposition "A" funds to complete landscape improvements to the Highway 75/Palm Avenue corridor.

Although the City has vast areas of tree lawns, virtually none of the tree lawns have trees in them. Additionally, there is a general lack of trees throughout the City.

Undergrounding of the Utilities

The City has recently completed the undergrounding of utilities along the Highway 75/Palm Avenue corridor. The City has also established a utility underground conversion district on Imperial Beach Boulevard, from Seacoast Drive to the eastern City limits. This project will also result in improved street lighting along this corridor. The City has identified and prioritized two other areas for new lighting and undergrounding of utilities. They are as follows:

1. Thirteenth Street, from Iris Avenue to SR 75/Palm Avenue.
2. Ninth Street, from Imperial Beach Boulevard to SR 75/Palm Avenue.

Policies

F-10 Alleys

In order to reduce air pollution, facilitate City services, and reduce the number of curb cuts on streets, all new construction adjacent to alleys shall be required to bring the alley up to City standards or provide an approved lien contract. The City shall continue to pursue the objective of having all alleys in the City paved.

F-11 Drainage

The City shall develop programs to solve localized Imperial Beach drainage problems. Such programs shall include working with the City of San Diego and the U.S. Navy as necessary.

F-12 Sidewalks/Treelawns

The City's preferred location for sidewalks shall be in an area that is not contiguous with the paved street and curb. The area between the street curb and the sidewalk shall be used for street lawns and the planting of street trees. This policy shall be implemented as part of development approvals except in areas already committed to curb side sidewalks. Tree lawns shall not be paved except where satisfactory trees have been planted in the tree lawn and decorative paving material is used, such as bricks or pavers.

F-13 New Sidewalks

The City shall encourage property owners to complete missing portions of sidewalks and, for larger areas, should sponsor the creation of sidewalk assessment districts. Improvements to existing sidewalks, or new sidewalks, shall be required with all building permits for construction valued at greater than \$25,000.

F-14 Street Trees

The City should pursue a variety of programs for street tree planting including the possible use of assessment districts, non-profit corporations, extensive tree planting campaigns and requiring street trees with new development.

F-15 Undergrounding of Utilities

The City shall pursue the undergrounding of utilities on major streets as funding becomes available. Priorities should be:

1. Thirteenth Street, from Iris Avenue to SR 75/Palm Avenue.
2. Ninth Street, from Imperial Beach Boulevard to SR 75/Palm Avenue.

SCHOOLS

Background

Public school education in Imperial Beach is provided by South Bay Union School District for preschool and kindergarten through sixth grade. Sweetwater Union High School District serves seventh through twelfth grade.

The South Bay Union School District presently has 12 elementary schools and one preschool site within its district. Six of the elementary school sites are located within the City limits of Imperial Beach. Today, the District is severely impacted with more students than the school's fixed facilities can accommodate. In order to reduce this problem, the district has placed, on an "as-needed basis," portable classrooms on each site. In addition, many of the schools utilize year-round, 4-track programming of classes. In order to alleviate further overcrowding, students are sometimes placed in classrooms outside their normal school attendance boundary. Table F-1 summarizes the situation regarding the schools within the City limits of Imperial Beach.

**TABLE F-1
IMPERIAL BEACH SCHOOL DATA, 1993**

School Site	Size Fixed	Capacity of Facility	Portable Classrooms	Student Enrollment	4-Track
Bayside Elem.	9.50 ac.	660	8	924	yes
Central Elem.	5.97 ac.	660	7	891	yes
Harbor View Elem.	6.85 ac.	660	6	868	no
Imperial Bch Elem.	9.15 ac.	660	2	726	no
Oneonta Elem.	10.77 ac.	620	3	726	no
Westview Elem.	6.75 ac.	600	4	732	no
Mar Vista Middle School	30.0 ac.	1246	0	1249	no
Mar Vista High School	33.0 ac.	1300	8	1,867	no

Although portable classrooms provide class space for an over-crowded school, they do not eliminate the need for additional facilities such as more library space, cafeteria and playground area. To meet the overall need of the student population, new schools need to be built.

The South Bay Union School District is presently building a new elementary school adjacent to the existing Nicoloff Elementary School, which is located outside of the City limits of Imperial Beach. They have also acquired a second school site at Coronado and Saturn and hope to build a new elementary school in the near future. When both new elementary schools are constructed and the attendance boundaries of the existing schools readjusted, the projected school population for the district, using the South Bay District's student generation factor of .67 school age children per household, should be able to be accommodated within permanent school facilities. Although these new schools are not located within the City limits of Imperial Beach, they will relieve the overcrowding situation for schools located in Imperial Beach, as well as the remainder of the district.

The Sweetwater Union High School District provides 7th through 12th grade education and Adult Education to the citizens of Imperial Beach. Two secondary schools and one adult school service the City: they are Mar Vista Middle School, Mar Vista High School and Mar Vista Adult School located on the Mar Vista High School Campus.

The middle school, located approximately a quarter mile outside the City's eastern boundaries (1267 Thermal, San Diego), provides 7th to 8th grade education. The high school, located at 505 Elm Street, Imperial Beach, provides 9th to 12th grade education. The Adult School, located at 503 Elm Street, provides a variety of classes including but not limited to, GED, English as a Second Language (ESL), High School Diploma Program, Business Education and Child Care classes.

The middle school and high school both exceed their capacities. High-density residential development in the City and new residential development in the Nestor and the San Ysidro Communities have impacted these and neighboring schools. To alleviate these conditions, the District plans to construct a new 2,400-student high school on the Otay Mesa.

When, and if constructed, the new high school will alleviate the overcrowding on the Mar Vista School site. In planning new schools, the Sweetwater School District uses a student generation factor of .29 students per household.

The recommended standard for new elementary school sites is ten acres of land, which will provide adequate land for 18 to 20 classrooms, playgrounds and other related uses. For new junior high schools (or middle schools), 20 acres of usable land is needed for 1,500 students. High schools require 50 acres of land for 2,400 students.

State AB 2926 authorized school districts to assess all new development a fee to offset impacts proposed projects might have on the school facilities. In January of 1994, a fee of \$1.65 per square-foot for residential developments and \$.27 per square foot for commercial development is permitted. Currently, South Bay Union School District sets its level of assessment for development at \$.73 per square-foot for residential and \$.12 per square-foot for commercial development. These fees, along with funds provided by the State, allow for the district to acquire portable classrooms and to construct new school facilities when deemed necessary. Sweetwater Union High School District assesses new residential development at \$.92 per square-foot and commercial development at \$.15 per square-foot.

Fees collected pursuant to AB 2926 account for less than a third of the cost to construct classrooms. Because of this, whenever possible, the Districts have requested that developers provide full impact mitigation on development. The establishment of special tax districts, full cost recovery agreements or the provision of relocatable classrooms in-lieu of fees are just a few examples of such mitigation measures employed by the Sweetwater Union High School District. Southwestern Junior College, located in Chula Vista, serves Imperial Beach as well as a good portion of the South Bay area.

Policies

F-16 Elementary School Sites

The City should encourage the South Bay Union Elementary School District to expand its

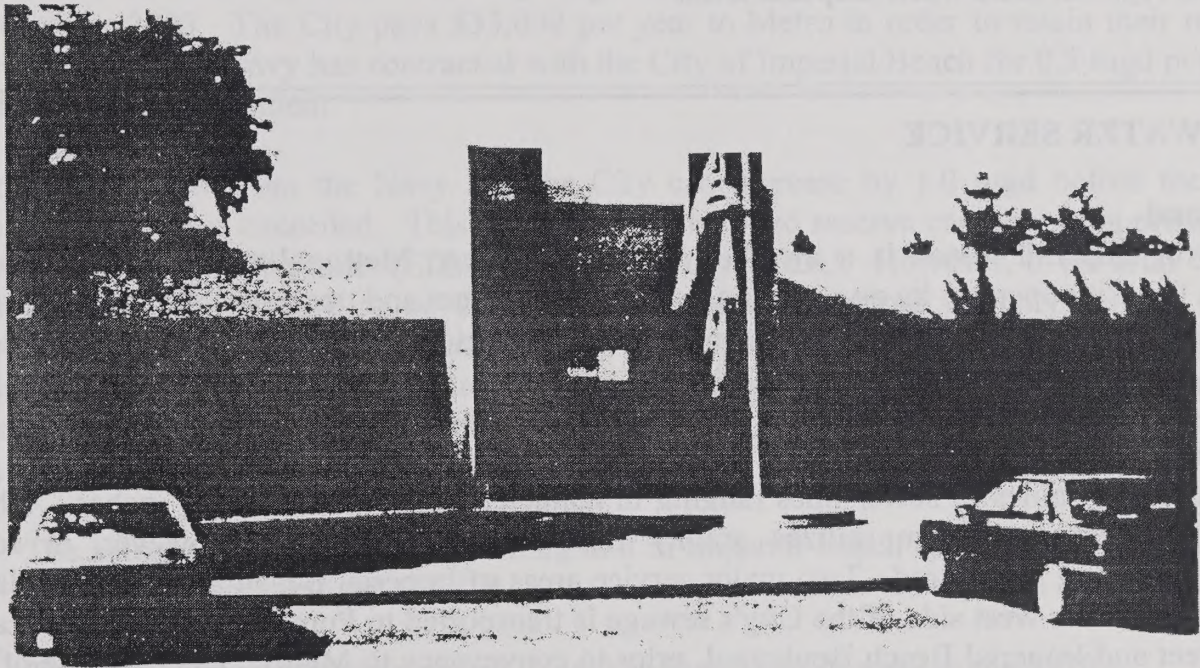
elementary school sites within Imperial Beach to 10 acres each. Surrounding properties should be acquired when they come on the market for re-sale.

F-17 Otay High School

The City should support the Sweetwater Union High School District's long term plans to construct a new high school in the Otay Mesa area.

F-18 Joint Use of Schools

The City and school districts should work closely together on joint usage of school facilities. Buildings can be used for evening meetings, adult education, counseling, etc. Grounds can be used for a variety of recreation activities.



SOLID WASTE DISPOSAL

Background

Laidlaw Waste Systems services the Imperial Beach area with solid waste collection. They have an exclusive franchise with the City of Imperial Beach for the collection of all residential and commercial refuse until the year 2000 (if they choose to renew their option in 1995). Residential collection is twice a week, with the first pickup dedicated to yard clippings and other recyclable items, and the second pickup dedicated to trash. There is also a bimonthly alley clean up.

All waste materials are taken to San Diego County's Otay Landfill. At current dumping rates, the landfill, as presently configured, is expected to remain serviceable until the late 1990's. The

County plans to expand the existing facility in order to add additional capacity. This additional capacity will extend the life of the landfill an additional 15 years. The City of Imperial Beach has already instituted the separation of yard clippings from the remainder of the trash and the recycling of aluminum cans, tin cans, glass bottles, newspapers and two types of plastic.

Policies

F-19 Recycling and Source Reductions

The City shall emphasize source reduction by its residents and businesses to decrease the amount of solid waste generated. The City shall also maintain a recycling program to minimize impacts on regional solid waste disposal sites.

WASTEWATER SERVICE

Background

The City of Imperial Beach is a member of the San Diego Metropolitan Sewerage System (Metro). The City operates its own sewerage collection system and transports the sanitary waste to Metro's South Bay Interceptor which conveys it to the regional water treatment plant on Point Loma.

The present collection system consists of 11 pump stations, 16,200 feet of force main, and approximately 36 miles of sewer lines ranging in diameter from 6 inches to 21 inches. Where possible, the sewage system utilizes gravity flow to convey effluent, however, in some instances, pumping is required. Two major service areas of Imperial Beach are served by large pump stations. The west side of the City's sewage is transported to Pump Station No. 8, located at 9th Street and Imperial Beach Boulevard, prior to conveyance to Metro. The east side of the City and a portion of the west side of the City's sewage is pumped by force main to Calla and Florida Streets prior to conveyance to the Palm City Pump Station by gravity sewer flow. Effluent from both pump stations enters Metro's South Bay Interceptor.

Portions of the wastewater management system are up to 40 years old. The oldest pipes in the system are made of vitrified clay, which carries a life expectancy of approximately 75 years. Some portions of the system are in need of repair and are currently scheduled for replacement dependent upon urgency.

Infiltration, defined as water entering the sewer system from the groundwater table, is a significant problem. Portions of the City's system are very susceptible to sea water infiltration due to the close proximity of the ocean and the depth of the pipe relative to sea level. Areas of probable high seawater intrusion include the collection lines leading to Pump Station 1A, IB, and 2; in alleys between Seacoast Drive and the ocean; and just west of Pump Station 10 at Cypress and Eighth Street. Correction of this problem includes TV inspection inside of the pipes, lining and sealing of the pipe if it appears structurally sound and the leaks are not too numerous, or complete replacement. By the end of 1993, it was estimated that approximately

one quarter of the problem areas were lined.

In 1990, the City adopted a Sewerage System Master Plan prepared by Engineering-Science, Inc. The plan's conclusions and recommendations utilized the 1981 General Plan for ultimate build-out of the City. The report identified a number of deficiencies in the existing system. Besides the groundwater infiltration problem, the report identified improvements needed to the interceptor/trunk sewer, and pumping stations. Utilizing this report, the City's Five Year Capital Improvement Program since 1990 has included improvements to correct many of the deficiencies.

In 1993, the City of Imperial Beach discharged an average of 2.5 million gallons per day (mgd) of waste into the Metro system. The City's agreement with Metro allows flows up to 3.5 mgd until the year 2003. The City pays \$33,000 per year to Metro in order to retain their reserved sewer capacity. The Navy has contracted with the City of Imperial Beach for 0.5 mgd portion of the City's 3.5 mgd allotment.

The combined flow from the Navy and the City can increase by 1.0 mgd before the Metro capacity allocation is exceeded. This represents a combined reserve capacity of approximately 4,000 equivalent dwelling units (EDU) using 250 gpd per EDU. However, if the total capacity reserved for the Navy were to be utilized, the remaining reserved capacity for the City of approximately 2,000 EDU, is adequate for the City's projected ultimate build-out based upon the General Plan projections. Ultimate flow estimates predict that the City will require less than the reserved 3.5 mgd for complete build-out (including the Navy usage). This appears to be especially true when the following facts are considered:

- The actual sewage flows per dwelling unit in Imperial Beach appear to be lower than the 250 gpd standard utilized for EDU.
- The Navy has significantly scaled down its usage since its peak in the 1970's.
- The problem of infiltration of groundwater entering the sewer system is slowly being resolved, thus decreasing the flows.
- It should also be noted that a new San Diego Area Waste Management District is being formed to replace the Metro System and is talking about eliminating the reserve capacity system, and developing a different system for assuring that adequate wastewater service capacity can be guaranteed.

The City of Imperial Beach has established an Enterprise Fund to financially support sewer services in the City. The fees that are collected for providing services, and a \$2,400 connection (hook-up) fee, fund the total program. All the money that is collected is utilized exclusively for sewer service, and covers the cost of all capital improvement outlays, the treatment of effluent by the Point Loma treatment facility, staffing and other miscellaneous expenses.

A related issue to the City's wastewater service is water contamination that originates in Mexico. The ocean and sandy beaches of Imperial Beach are considered a major asset for the City. Unfortunately, as early as 1959, the San Diego County Department of Public Health has periodically placed quarantines on the City's beaches. These quarantines prohibit swimming in the effected ocean waters, but non-water contact recreation is still permitted on the beach. The pollution problem is solvable but not by Imperial Beach. Solutions to the pollution problem are within the jurisdiction of many different agencies --Federal, State and International, as well as the City of San Diego.

Policies

F-20 Sewage Capacity

The City shall develop whatever agreements are necessary with the San Diego Area Wastewater Management District to provide sewer treatment capacity to accommodate the General Plan's projected growth.

F-21 Mexico Sewage Issues

The City shall encourage Federal, State, and other responsible agencies to address the problems of drainage, sewage and beach pollution associated with the Tijuana River Valley.

F-22 Upgrade Systems

The City shall continue to upgrade its sewage system based on the 1990 Sewage System Master Plan.

WATER SERVICES

Background

The California-American Water Company (CAWC) provides water service to the City of Imperial Beach, the City of Coronado, and portions of south San Diego and Chula Vista. As a private water company, CAWC is not a member of the County Water Authority. Instead, their water is purchased directly from the City of San Diego. CAWC's contract agreement with the City of San Diego assures CAWC the right to purchase as much water as they require to supply their customers for an indefinite period of time. In the event of a drought, which would require water restrictions, the contract provides for San Diego's and CAWC's customers to be restricted proportionately.

Currently, CAWC services approximately 20,300 customers. Between 25-30% of the company's customers are within the City limits of Imperial Beach. The current water distribution for the entire service area is approximately 13,000 acre-feet annually; with the City's usage being proportional. None of the company's storage tanks, wells and/or booster pumps are located within Imperial Beach. Water service in the City is accomplished through individual

connections to lateral mains generally running beneath north-south streets. The main supply line for the distribution system is a 16-inch line located beneath Palm Avenue.

Most of the water system in Imperial Beach was constructed during the 1940's and 50's. The system is considered to be fairly new and in good condition. CAWC regularly performs normal maintenance, which involves an on-going program, which seeks to replace older and undersized pipes in the water system.

The Company does not charge a hook-up fee. The individual water service fee is all inclusive, and covers not only the cost of providing water, but also the costs related to upgrading the existing distribution system.

Policies

F-23 Water Conservation

The, City shall require water conserving features in all new developments, including landscape and irrigation improvements.

HOUSING ELEMENT

One of the privileges, which they should have as American citizens, is at least the privilege of living in reasonably decent accommodations. I do not think anyone is asking for palaces or beautiful, big apartments; but we are asking for sanitary, safe dwelling units, with adequate space in which to take care of a family.

*Hubert H. Humphrey
Congressional Record 1949*

BACKGROUND

The Housing Element of the General Plan assesses the housing needs of all economic segments of the City, defines the goals and policies which will guide the City's approach to resolve those needs, and establishes programs which implement the policies over the next five years.

State law requires all cities to adopt a Housing Element and the law describes in detail the necessary contents of the Housing Element. The City's Housing Element responds to those requirements, but it also responds to the special characteristics of the City's housing environment. This element was prepared in 1991 by revising and updating the City's 1981 Housing Element. The revisions incorporated the most current data and information that were readily available. They included an evaluation of the adopted Housing Element, an assessment of the current and potential housing actions, and an assessment of the resources of all levels of the private and public sectors.

The City has an extensive inventory of affordable housing, both for rent and for sale. The City is a small, older, largely built out community; these conditions are reflected by the modest regional and fair share responsibilities assigned to it by the San Diego Association of Governments (SANDAG). The existing concentration of low and moderate income households is reflected by two figures: (1) almost 80% of Imperial Beach's existing households in 1990 were low and moderate income households and (2) more than half of the 1990 households were very low and low income households.

The City has limited staff and financial resources; the Housing Element's programs reflect the need to make maximum use of "low overhead" types of programs. While the resources of a developing and fiscally endowed community such as inclusionary housing and redevelopment are not available, the City has recommended a set of programs, which will meet and/or exceed its regional and fair share goals.

The Housing Element is included as an appendix to the General Plan and is adopted as part of

the General Plan. It consists of four chapters and supportive appendices. The first chapter summarizes the requirements that a Housing Element must meet. Those requirements are a composite of State Statutes and pertinent case law. The first chapter also describes the information sources used to prepare the Element and the need to insure consistency with the other elements in the City's General Plan.

The second chapter assesses the City's housing needs through a market analysis and an identification of the special and regional housing needs, constraints (governmental and non-governmental) to affordable housing, an inventory of sites suitable for residential development, and needs for energy conservation. The needs assessment as shown in Table H-1 quantifies the problems of housing, especially the need to address housing affordability.

**TABLE H-1
SUMMARY OF IMPERIAL BEACH
HOUSING NEEDS ASSESSMENT**

Total Population (1990)	26,512 people
Median Age (1990)	26.9 years
Average Household Size (1990)	2.85 persons per household
Regional Median Household Income (1990)	\$35,022
Imperial Beach Median Household Income (1990)	\$26,464
Total Housing Units (1990)	9,525 units
Owner/Renter Ratio (1990)	29/71
Number of Housing Units Added	
1970 - 1980	6,266 units
1980 - 1990	1,361 units
Regional Housing Needs Statement (SANDAG Regional Share)	
1991 - 1996	216 units

The third chapter consists of the evaluation of the prior Housing Element and the progress made by its housing programs. The State uses the following criteria and definitions as the basis for assessing compliance with State Law.

Effectiveness

A comparison of the actual results of the previous Housing Element with respect to its goals, policies and programs.

Progress

An analysis of the significant differences between the projected activities of the previous Element and the accomplishments to date.

Appropriateness

A description of how the goals, policies, and programs of the revised Element incorporate the

results of this evaluation.

The fourth chapter identifies the housing goals, policies and action programs of the 1991 Housing Element, which are based upon the evaluation of the previous Housing Element, the assessment of current goals and objectives, and present and projected needs. These revised goals, policies and action programs provide the framework to address the housing needs of the City of Imperial Beach, and are used to determine if the findings can be made that a project is consistent with the General Plan.

GOALS

The City has adopted the following housing goals:

GOAL 6 VARIETY OF HOUSING

To provide housing in a variety of cost, type, style and tenure, which will fulfill the needs of present and future residents.

GOAL 7 NON-DISCRIMINATION

To make housing available without discrimination based on race, religion, ethnicity, sex, age, marital status or household composition.

GOAL 8 HOUSING DEVELOPMENT

To provide programs for the development and continuance of low and moderate-income housing.

GOAL 9 HOUSING SERVICES

To provide housing with adequate services.

GOAL 10 MAINTENANCE AND REHABILITATION

To promote, through ordinances and civic programs, the maintenance of the existing housing stock, the rehabilitation or replacement of substandard housing, and the relocation of households out of units beyond rehabilitation.

POLICIES

The City has adopted the following housing policies:

H-1 Public Services and Facilities

To plan for and monitor the delivery of adequate public services and provision of public facilities to all residents, especially to those whose needs are the greatest.

H-2 Housing Conditions

To establish incentives to maintain the existing stock in good condition with emphasis on preserving existing housing opportunities for low and moderate-income families currently living

within the community.

H-3 Security and Safety

To encourage development design which provides for the maximum possible residential security, safety, and compatibility within the City and its neighborhoods.

H-4 Balanced and Coordinated Systems

Maximize the opportunity to coordinate the plans, programs and policies of all City departments into an orderly City-wide development program, served by a balanced system of transportation, community facilities and services planned with sensitivity to the environmental and economic characteristics of the community.

H-5 Departmental Coordination

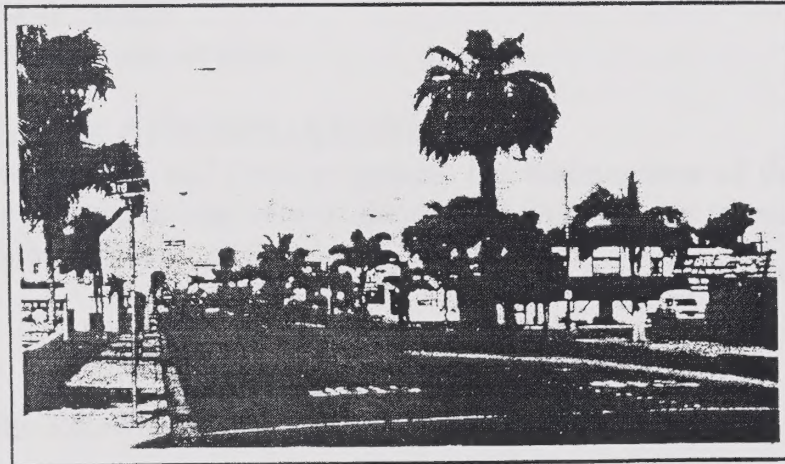
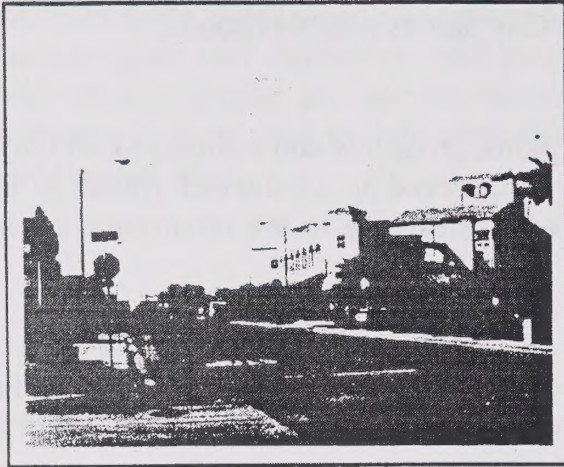
Provide for coordination among all City departments in order to better monitor all housing including, but not limited to, single family, multi-family, mobile home, motel, hotel, convalescent home and boarding house residences.

H-6 Housing Assistance

Maximize the opportunities to support and participate in programs to assist households in need of monetary housing assistance, housing rehabilitation, housing replacement and/or housing counseling services.

H-7 Coastal Zone Housing

Protect and encourage opportunities for low and moderate income housing units in the Coastal Zone.



LAND USE ELEMENT

This City differs from many other City in its physical characteristics and in nature of its opportunities, so that the development of every City must be more individualized than. This very fact allows full scope for the development of that peculiar character which, wherever it occurs, and which developed inevitably, means in that City people of characteristics and taste, and in the same time brings a spirit of beauty and satisfaction on the part of the citizen.

General Plan
The American Plan

BACKGROUND

The Land Use Element establishes the broad work for development of the City, providing for the general distribution, location and extent of the land for housing, business, industry, open space, recreation, cultural resources and other uses of public and private land.

The Element includes both land use maps and a text. The policies and maps have been harmonized with all other elements and policies of the General Plan. All elements of the General Plan carry equal weight and the Land Use Element does not supersede other elements.

Table L-1 summarizes existing development within the City and provides a projection of additional development that could be accommodated in the built out based on the land use policies of the Plan. Few cities actually ever completely build out so the number indicated can be considered a maximum.

In 1991, the City contained approximately 9,000 dwellings in single-family, two-family, multi-family, condominiums and mobile homes, with an estimated population of 27,700. Build out shows a potential of 1,166 additional units for a total of 10,166 units. Complete build-out would result in a population of about 30,700. From a residential perspective, the City is generally 99% built out.

In the category of retail, service, manufacturing and office uses, the City currently has 871,943 square feet of building area. There are 144 acres in retail zones. Build out projects a potential for an additional 817,161 square feet of commercial building space for a total of 1,689,104 square feet of commercial and industrial building space.

From a commercial and industrial perspective, the City is 75% built out.

LAND USE ELEMENT

Each City differs from every other City in its physical characteristics and in nature of its opportunities, so that the development of every City must be along individual lines. This very fact allows full scope for the development of that peculiar charm which, wherever discovered and developed irresistibly draws to that City people of discrimination and taste, and at the same time begets a spirit of loyalty and satisfaction on the part of the citizens.

**Daniel Burnham
The American Plan**

BACKGROUND

The Land Use Element establishes the framework for development of the City, providing for the general distribution, location and extent of the uses of the land for housing, business, industry, open space, recreation, natural resources and other uses of public and private land.

The Element includes both land use maps and a text. The policies and maps have been harmonized with all other elements and policies of the General Plan. All elements of the General Plan carry equal weight and the Land Use Element does not supersede other elements.

Table L-1 summarizes existing development within the City and provides a projection of additional development that could be accommodated at full build out based on the land use policies of the Plan. Few cities actually ever completely build out, so the number indicated can be considered a maximum.

In 1993, the City contained approximately 9,663 dwellings in single-family, two-family, multi-family, condominiums and mobile homes, with an estimated population of 27,778. Build out shows a potential of 1,164 additional units for a total of 10,827 units. Complete build-out would result in a population of about 30,750. From a residential perspective, the City is presently 89% built out.

In the category of retail, service, manufacturing and office uses, the City currently has 873,943 square feet of building area. There are 144 hotel or motel rooms. Build out projects a potential for an additional 611,161 square feet of commercial building space for a total of 1,485,104 square feet of commercial and industrial building space.

From a commercial and industrial perspective, the City is 59% built out.

...the City Board of Directors should be placed on the development of new regulations and...
 ...the City Board of Directors should be placed on the development of new regulations and...
 ...the City Board of Directors should be placed on the development of new regulations and...

A. Highway 15 Commercial (C-1 and M1-1)

The commercial area requires substantial improvement. It requires as its major highway...
 ...the City and carries more traffic than any other road in the City. The area will remain...
 ...the City and carries more traffic than any other road in the City. The area will remain...

B. Lower Downtown

Although this district contains the largest number of...
 ...this district contains the largest number of...
 ...this district contains the largest number of...

C. High Density Residential

The district and its surrounding areas are...
 ...the district and its surrounding areas are...
 ...the district and its surrounding areas are...

D. High Density Residential

High density residential development...
 ...high density residential development...
 ...high density residential development...

7.4 Commercial Use and Area

The area between Highway 15 and Highway 16...

A. Highway 15 and Highway 16

Commercial development...
 ...commercial development...
 ...commercial development...

B. Highway 16 and Highway 17

Commercial development...
 ...commercial development...
 ...commercial development...

C. Highway 17 and Highway 18

Commercial development...
 ...commercial development...
 ...commercial development...

City. Particular emphasis should be placed on the development of new businesses and fostering commercial uses providing goods and services to residents and visitors.

d. Highway 75 Commercial (C-1 and MU-1)

This commercial area requires substantial improvement. It serves as the major gateway to the City and carries more traffic than any other street in the City. The area will retain a mix of pedestrian and automobile oriented uses.

- Front doors and windows facing the street whenever feasible.
- Ground level front porches, patios, bay windows and balconies facing the street wherever feasible.
- Minimum front yard set-backs.
- Garages and parking accessed from an alley or set back and recessed behind the front facade of the residential units.

b. Owner Occupancy

Although both rental and owner-occupied housing shall be provided, the City shall encourage owner-occupancy for all income levels.

c. Single Family/Multi-Family Balance

The retention and expansion of stable, owner-occupied, single family neighborhoods is essential in order to maintain the goal of a small beach-oriented town. These areas shall be protected from intrusion of traffic and conflicting land uses such as multifamily structures or commercial developments.

d. High Density Residential

Higher density neighborhoods shall be located near public transportation facilities. Development shall emphasize human scale, aesthetically pleasing buildings with active and passive private and common open space. Areas shall be protected from the intrusion of traffic and conflicting land uses.

L-4 Commercial Uses and Areas

Specific policies for commercial uses and areas are:

a. Attractive and Stimulating Surroundings

Commercial areas should be enjoyable places in which to shop and work. This means providing pedestrian scaled design, landscaping of building sites and parking lots, street trees, screening unsightly storage and parking areas and banning out-of-scale advertising. All new commercial developments and major expansions of existing commercial uses should be subject to design controls.

b. Protection of Residential Areas

All commercial uses should incorporate a sensitive transition to abutting residential uses by means of such techniques as landscape buffering and setbacks, viewsheds, and careful control of loading, storage, parking areas, and lighting.

c. Fostering New Commercial Development

Commercial development should be encouraged to increase the City's tax base, and evaluated in terms of the effect it will have on the economy and quality of living in the

**Table L-1
Imperial Beach
1993 Land Use and Build Out Land Use**

	1993 Existing		Draft General Plan Build Out	
Single Family	2,903 d.u.	30%	2,439 d.u	23%
Two-Family	1,490 d.u.	15%	2,076 d.u	19%
Apts & Condos	4,979 d.u.	52%	6,145 d.u	57%
Mobile Home	<u>291 d.u.</u>	<u>3%</u>	<u>167 d.u</u>	<u>1%</u>
Total Housing Units	9,663 d.u.	100%	10,827 d.u	100%
Commercial Bldg.	783,743 sq. ft.		1,394,904 sq. ft.	
Industrial Bldg.	90,200 sq. ft.		90,200 sq. ft.	

GOALS

GOAL 11 SMALL BEACH ORIENTED TOWN

The overriding goal for Imperial Beach shall be the retention of the quality of life and atmosphere of a small beach-oriented town.

- A town that is not overcrowded or exclusive like many California beach communities.
- A town with a human scale and a relaxed pace of life.

Specific aspects of this goal include:

a. Residential Neighborhoods

Future plans should foster keeping residential neighborhoods stable, well maintained, and pedestrian oriented. These plans should provide the means and incentives to encourage upgrading and rehabilitation of existing housing and, where possible, enhancement of public services. New buildings should also be encouraged with emphasis on appropriate scale, open space and diversity in architectural design.

b. Natural resource Protection

All land use proposals shall respect, preserve and enhance the most important natural resources of Imperial Beach, those being the ocean, beach, San Diego Bay and the Tijuana River Valley.

c. Immediate Ocean Shoreline

The ocean, beach and the immediately abutting land are recognized as an irreplaceable natural resource to be enjoyed by the entire City and region. This unique, narrow strip of land should receive careful recognition and planning. The purpose of the beach is to make available to the people, for their benefit and enjoyment forever, the scenic, natural, cultural, and recreational resources of the ocean, beach and related lands.

d. Visitor/Resident Balance

The California coast is an extremely desirable place to live, work and recreate that belongs to all the people. As such, congenial and cooperative use by both residents and visitors is recognized. Such use should capture the best attributes of the City and creatively determine the acceptable place, scale, intensity, rate and methods for development consistent with resource protection and the retention of the character of a small beach-oriented town.

e. Economic Development

The City shall foster development of a broader tax base to support residents of, and visitors to the City. However, this development must be compatible with the goal of remaining a small, beach-oriented town. Economic activities should focus on generating income through expanded local services, visitor serving uses and ecotourism and research related to the City's natural resources.

POLICIES

L-1 Land Use Map

Land uses shall be regulated as shown on the Land Use Map, Figure L-1.

L-2 Land Use Categories

Land Use categories are summarized in Table L-2. Uses shall meet the specifications identified in this table as well as the specific policies set forth below.

L-3 Residential Uses and Neighborhoods

Specific policies for residential uses are:

a. Pedestrian Orientation

All housing and neighborhoods shall be designed with a pedestrian orientation. This requires:

- Safe and pleasant pedestrian ways with numerous street trees.

TABLE L-2
LAND USE DESIGNATIONS AND SPECIFICATIONS

R-1-6000 Single Family Residential (2 stories)

The R-1-6000 Single Family land use designation provides for the development of low density detached single family dwelling units (including mobile homes), with a minimum lot size of 6,000 sq. ft. per unit. This density will permit as many as 7 units per net acre of land. Uses such as parks, libraries, churches, schools, and family day-care homes, which are determined to be compatible with and oriented toward serving the needs of low-density detached single-family dwellings, are also allowed.

R-1-3800 Single Family Residential (2 stories)

The R-1-3800 Single Family land use designation provides for the development of low density detached single family dwelling units (including mobile homes), with a minimum lot size of 3,800 sq. ft. per unit. This density will permit as many as 11 units per net acre of land. Uses such as parks, libraries, churches, schools, and family day-care homes, which are determined to be compatible with and oriented toward serving the needs of low density detached single-family dwellings, are also allowed.

R-3000 Residential (2 stories)

The R-3000 Residential land use designation provides for the development of detached and attached single-family dwellings (including mobile homes), with a maximum density of one unit per every 3,000 sq. ft. of land. This designation will permit as many as 14 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. The intent of this designation is to provide for a moderately intense residential living environment in typically one and two-story units. Extensive landscaping and recreational amenity packages should be provided in development of this density.

R-3000-D Residential (2 stories)

The same as R-3000, except attached single-family units are not allowed

R-2000 Residential (2 stories)

The R-2000 Residential land use designation provides for the development of detached or attached single family and multi-family dwellings (duplexes, apartments, condominiums, townhomes) with a maximum density of one unit per every 2,000 sq. ft. of land. This designation will permit as many as 21 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. Within the R-2000 area between Seacoast Drive and 4th Street, an additional dwelling unit per lot may be authorized by special permit. The intent of this designation is to provide for a moderately intense residential living environment in typically one and two-story units. Extensive landscaping and recreational amenity packages should be provided in development of this density.

R-1500 Residential (3 stories)

The R- 1500 Residential land use designation provides for the development of detached and attached single family and multi-family dwellings (duplexes, apartments, condominiums, townhomes) with a maximum density of one unit per every 1,500 sq. ft. of land. This designation will permit as many as 29 units per net acre of land. Uses such as parks, libraries, churches, schools, family day-care homes, and other uses, which are determined to be compatible with and oriented toward serving the needs of the zone are also allowed. The intent of this designation is to provide for an intense residential living environment in typically two and three-story units. Extensive landscaping and recreational amenity packages should be provided in development of this density.

UR Urban Reserve

The Urban Reserve land use applies to land, which is currently vacant or may be recycled to another use in the future (i.e., Ream Field and salt ponds). An Urban Reserve area will develop pursuant to a Specific Plan which treats the property as an integrated whole for development planning purposes. The maximum density or intensity of development for this designation will be determined as part of the Specific Plan.

C-1 General Commercial (4 stories)

The General Commercial land use designation provides for land to meet the local demand for commercial goods and services, as opposed to the goods and services required primarily by the tourist population. It is intended that the dominant type of commercial activity in this designation will be community and neighborhood serving retail and office uses such as markets, specialty stores, professional offices, personal service department stores, restaurants, liquor stores, hardware stores, etc. Residential uses may be permitted above the first floor at a maximum density of one unit per every 1,000 square feet of land. Discretionary permit review by the City shall be required for such residential use.

C-2 Seacoast Commercial (3 stories)

The Seacoast Commercial land use designation provides for land to meet the demand for goods and services required primarily by the tourist population, as well as local residents who use the beach area. It is intended that the dominant type of commercial activity in this designation will be visitor-serving retail such as specialty stores, surf shops, restaurants, hotels and motels, etc. In order to promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners, and other similar auto related business establishments shall be prohibited in this zone. Residential uses may (included below) be permitted above the first floor at a maximum density of one unit per every 1,500 square feet of land. Discretionary permit review by the City shall be required for such residential use. *[Amended by Ordinance 98-920, February 18, 1998]*

C-3 Neighborhood Commercial (2 stories)

The Neighborhood Commercial land use designation provides for land to meet the local neighborhood demand for commercial goods and services, as opposed to the goods and services required primarily by the tourist population or city-wide. It is intended that the dominant type of commercial activity in this designation will be neighborhood serving retail and office uses such as markets, professional offices, personal services, restaurants, hardware stores, etc. In order to maintain and promote a more pedestrian-oriented community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, drive-thru services for restaurants, banks, dry cleaners and other similar auto related business establishments shall be prohibited in this district. Residential uses may be permitted above the first floor at a maximum density of one unit per every 2,000 square feet of land. Discretionary permit review by the City shall be required for such residential use.

MU-1 Mixed Use Overlay

The Mixed Use Overlay land use designation provides for future expansion of uses allowed in the C-1 Land Use Designation in an orderly way without requiring the amendment of the General Plan. In this overlay designation, commercial activities would be allowed to expand into areas otherwise designated as Residential. Discretionary permit review by the City shall be required for such commercial use.

MU-2 Mixed Use Overlay

The Mixed Use Overlay land use designation provides for future expansion of uses allowed in the C-2 Land Use Designation in an orderly way without requiring the amendment of the General Plan. In this overlay designation, commercial activities would be allowed to expand into areas otherwise designated as Residential. Discretionary permit review by the City shall be required for such commercial use.

PF Public Facility

The Public Facilities land use designation provides for land devoted to public facilities and utilities. This designation, therefore, includes public schools, parks, the beach and civic facilities. More precise standards and criteria for these land uses are contained in the Facilities and Services Element and the Parks, Recreation, and Access Element.

OS Open Space

The Open Space land use designation applies to land set aside for the protection of sensitive and fragile natural resources. Usage of these areas will be carefully managed. This designation applies to the Tijuana River Valley.

The City, property owners and businesses should prepare and implement a Specific Plan and or improvement plan for this commercial area. Such plan shall consider but not be limited to:

- Removal of non-conforming signs, such as pole or roof signs
- Creation of a uniform street tree program
- Site landscaping improvements, including screening of loading, storage and parking areas.
- Creating a more pedestrian and transit oriented corridor
- Closing of repetitive or unnecessary curb cuts
- Store front modernization, including the availability of low interest loans or grants
- Joint parking and access between uses
- Creation of a Business Improvement District (BID)
- A variety of potential implementation actions including use of highway and transit funds, CDBG funds or redevelopment
- Business attraction/retention program.

e. Seacoast Commercial (C-2 & MU-2)

The Seacoast commercial area shall serve as a visitor serving, pedestrian-oriented commercial area. Existing residential uses shall be slowly transitioned to new visitor serving commercial uses. As part of the design review, 2nd or 3rd stories may be required to be set-back from Seacoast Drive.

Timeshares shall be prohibited on the first floor unless 25% are reserved for overnight accommodation.

f. Thirteenth Street Commercial Areas (C-3)

These commercial areas should provide for pedestrian oriented commercial centers providing goods and services primarily for neighborhood residents.

g. 9th Street/Imperial Beach Boulevard Commercial (C-3)

Commercial uses may be allowed in this area only under the following conditions:

1. The entire half block bounded by 9th Street, Imperial Beach Boulevard, Ebony Avenue and the public alley shall be developed as a single commercial project.
2. Discretionary permit review by the City shall be required for such commercial uses.
3. No vehicular access shall be allowed from Imperial Beach Boulevard.
4. Permitted uses shall include neighborhood retail and service uses only. Prohibited uses shall include fast food franchises, liquor stores, video arcades, gas stations, bars and other similar type uses.

Until such time as the area is developed in its entirety for commercial uses, the

requirements of the R-3000 zone shall regulate the area.

L-5 Ream Field Urban Reserve Area

a. Support Closure

The City shall encourage the U.S. Government to close Ream Field and release the land for a combination of public and private uses.

b. Urban Reserve

Ream Field is designated in the Urban Reserve land use designation. Any re-use shall require an amendment of the General Plan and the preparation of a Specific Plan. Such Specific Plan should consider but not be limited to:

- A well-balanced utilization plan designed to increase the City's tax base, employment opportunities and address other City problems.
- Retention of 606 acres currently part of the Tijuana Slough National Wildlife Refuge to remain under control of the U.S. Fish and Wildlife Service.
- Retention of the Exchange, Commissary, Child Development Center, Job Corps Center, and Immigration Naturalization Services Center.
- A public park to serve the southeastern portions of Imperial Beach.
- A site for the City's public works yard.
- Businesses, college campus, education park, hotel, housing, light industry, medical facilities, veterans home, secondary school and tourist facilities.

c. Planning Funds

The City should seek State, Federal or private funding to conduct a re-use study prior to the base closure.

d. Interim Uses

Prior to a closure of Ream Field, the City should request that the U.S. Government authorize some limited use of Ream Field by the City for either economic development activities or public facilities. The City Council may approve such uses without a modification of the General Plan.

L-6 Tourist Commercial Uses

Imperial Beach should provide, enhance and expand tourist commercial uses to the extent that they can be compatible with the small beach oriented town character of the City.

L-7 Revitalization

The retention of an attractive, human scale, beach oriented small town atmosphere requires a high level of street and property maintenance. The City shall:

- a. Continue and expand the operation of a graffiti removal program to facilitate prompt removal of graffiti on public and private property.
- b. Consider the provision of rehabilitation assistance in residential neighborhoods to eliminate code violations and enable the upgrading of residential properties.
- c. Promote aggressive enforcement of City codes, including building, zoning, and health and safety, to promote building and property maintenance. Particular attention shall be given to removal of illegal uses.
- d. Promote commercial area revitalization through storefront and landscape improvement loan and grant programs.
- e. Examine the potential use of California Community Redevelopment Law.
- f. Promote revitalization of the City through the installation of public improvements such as street and alley lighting, undergrounding of utilities, and street, sidewalk, alley, median and landscape improvements.
- g. Establish a goal of paving 100% of the City's alleys through use of assessment districts or other means.
- h. Complete, through the use of assessment districts or other means, the construction of missing sidewalks with high priority to:
 - √ Streets leading to the beaches.
 - √ Streets used by children walking to school.
 - √ Streets that provide good pedestrian access to commercial areas.

Actively pursue grant programs to accomplish the above activities.

L-8 Bayfront/Marina

The Imperial Beach Bayfront area is a very unique and environmentally sensitive area of the South San Diego Bay. Opportunities and constraints for development and access to this area have been the subject of numerous studies, reports and surveys. While the opportunities for full deep-water bay access from the Imperial Beach portion of the bayfront are limited by extensive environmental and economic constraints, the City should:

Continue to evaluate opportunities for increased public access to the San Diego Bay, including a marina or other commercial recreational marina alternatives, giving full consideration to the environmental and economic constraints applicable to that area.

Create a recreational corridor along the Imperial Beach Bayfront incorporating bicycle and pedestrian paths.

Create a recreational corridor along the Imperial Beach Bayfront incorporating bicycle and pedestrian paths.

NOISE ELEMENT

Nothing marks the change from the city to the country so much as the absence of grinding noises. The country is never silent. But its sounds are separate, distinct, and, as it were, articulate.

Henry Ward Beecher

BACKGROUND

The Noise Element is a required element under the California Planning Law.

There is general agreement that the average urban noise levels are continuing to climb and now constitute a serious detraction from the quality of life in many cities. For most people, the usual consequences of noise are associated with an interference with speech and other communication, a distraction at home and on the job, the disturbance of rest and sleep, and the disruption of various recreational pursuits. All of the foregoing can be considered components of the quality of life. Beyond the level of such inconveniences or disruptions, extreme and prolonged noise levels can cause hearing loss (either temporary or permanent), aural pain, nausea, loss of muscular control and blurring of vision. The effects of noise are therefore, widespread and include both psychological and sociological effects, as well as physiological effects.

Although many of the findings related to noise lend themselves to a variety of interpretations, there is general agreement on a number of factors:

1. Noises of sufficient intensity have caused irreversible hearing damage.
2. Noises have produced physiological changes in humans and animals that in many instances have not resulted in adaptation.
3. The effects of noise are cumulative and, therefore, the levels and duration of noise exposure must be taken into account in any overall evaluation. The recognition of this fact has been translated into legislation specifying limits of total permissible noise exposure in various urban settings.
4. Noises can interfere with speech and other communication.
5. Noises can be a major source of annoyance by disturbing sleep, rest and relaxation, thereby resulting in stress.

6. When community noise levels have reached sufficient intensity, social action has occurred to reduce their effects. This has often taken the form of creating new organizations (or using existing ones) to press for regulation by means of laws, ordinances and standards and is one of the primary reasons why a Noise Element is mandated by the State.

In order to determine the existing noise environment in Imperial Beach, a noise study was conducted in January 1994. A technical report on noise findings is included as an appendix to the General Plan.

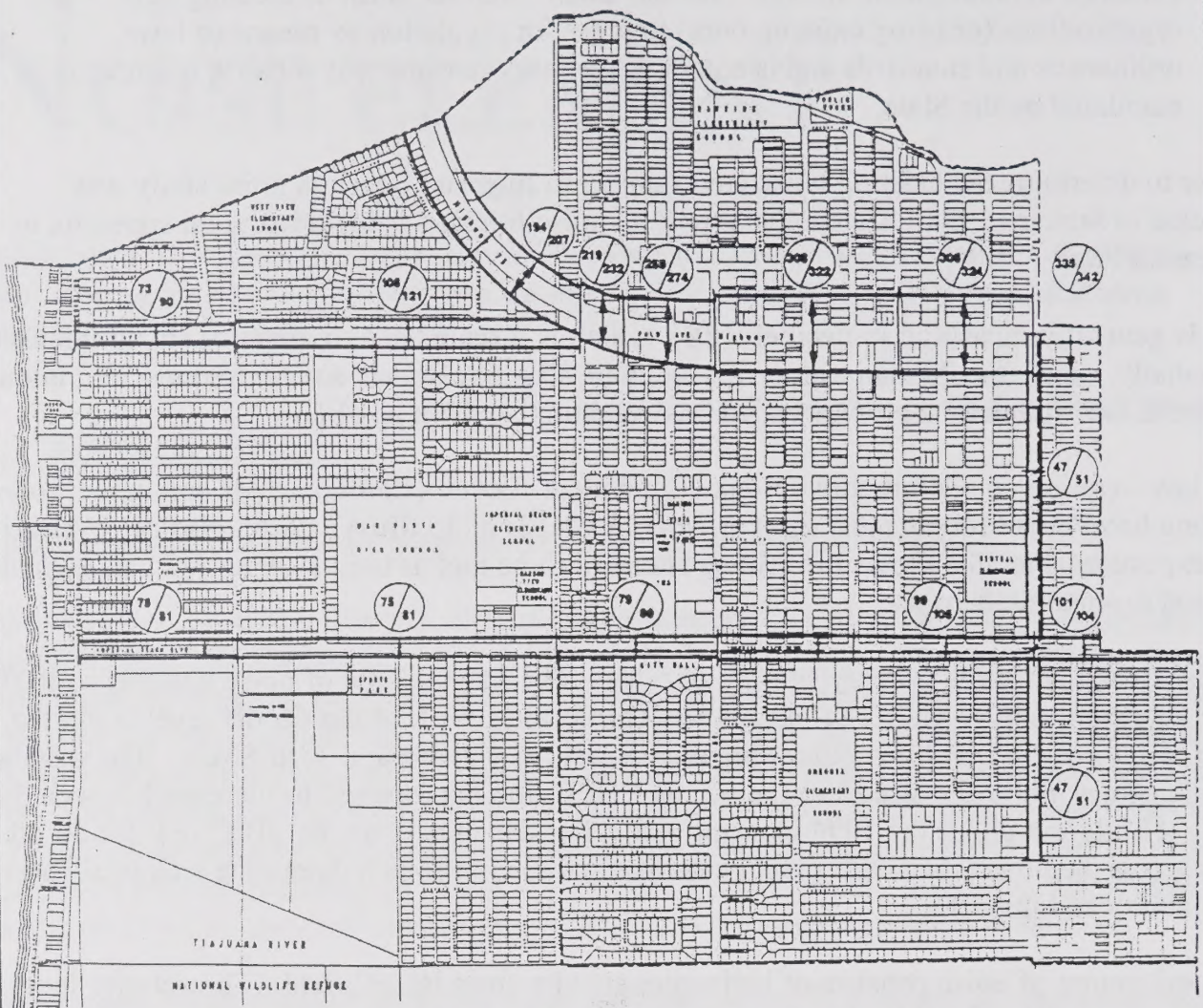
Noise is generally measured in decibels (dB), which is a scale used to quantify sound intensity. Additionally, since the human ear is not equally sensitive to all sound frequencies, human response is factored in by a process called "A-weighting" written as dB(A).

State law requires a Community Noise Equivalent Level (CNEL). All habitable rooms including hotel/motel rooms must meet an interior CNEL of 45 dB(A). A 65 dB CNEL exterior noise exposure generally allows the criteria standard to be met as long as windows can normally be closed to shut out the noise.

Imperial Beach has three primary sources of noise. The main source of noise consists of traffic on the City's arterial streets. The existing and projected CNEL at the 65 dB level is shown in Figure N-1 for SR-75, Palm Avenue, Imperial Beach Boulevard and 13th Street. The distance from the centerline of the streets to the 65 dB CNEL line is projected to increase between 3 to 17 feet at build out under the 1994 General Plan. The distance to the 65 dB CNEL for all other streets is less than 50 ft. from the street centerline and are not shown due to the lack of accuracy, predictability and impact.

A second source of noise consists of helicopter activity from Ream Field. The activity level of the helicopters varies considerably from day to day. Figure N-2 shows the noise conditions for 1988. Additionally, the Figure shows an up-dated 65 dB CNEL line based on a 1992 study. Adverse helicopter noise impacts the South Seacoast, Tijuana Estuary, Seaside Point and Oneonta neighborhoods.

The third source of noise comes from temporary construction including demolition of existing pavement, earth moving equipment and finish construction. Heavy equipment noises range from 72 to 90 dB(A) at 50 feet from the source.



LEGEND



EXISTING DISTANCE FROM CENTER LINE OF ROAD TO 65dB CNEL



PROJECTED DISTANCE FROM CENTER LINE OF ROAD TO 65dB CNEL WITH PLAN BUILD OUT

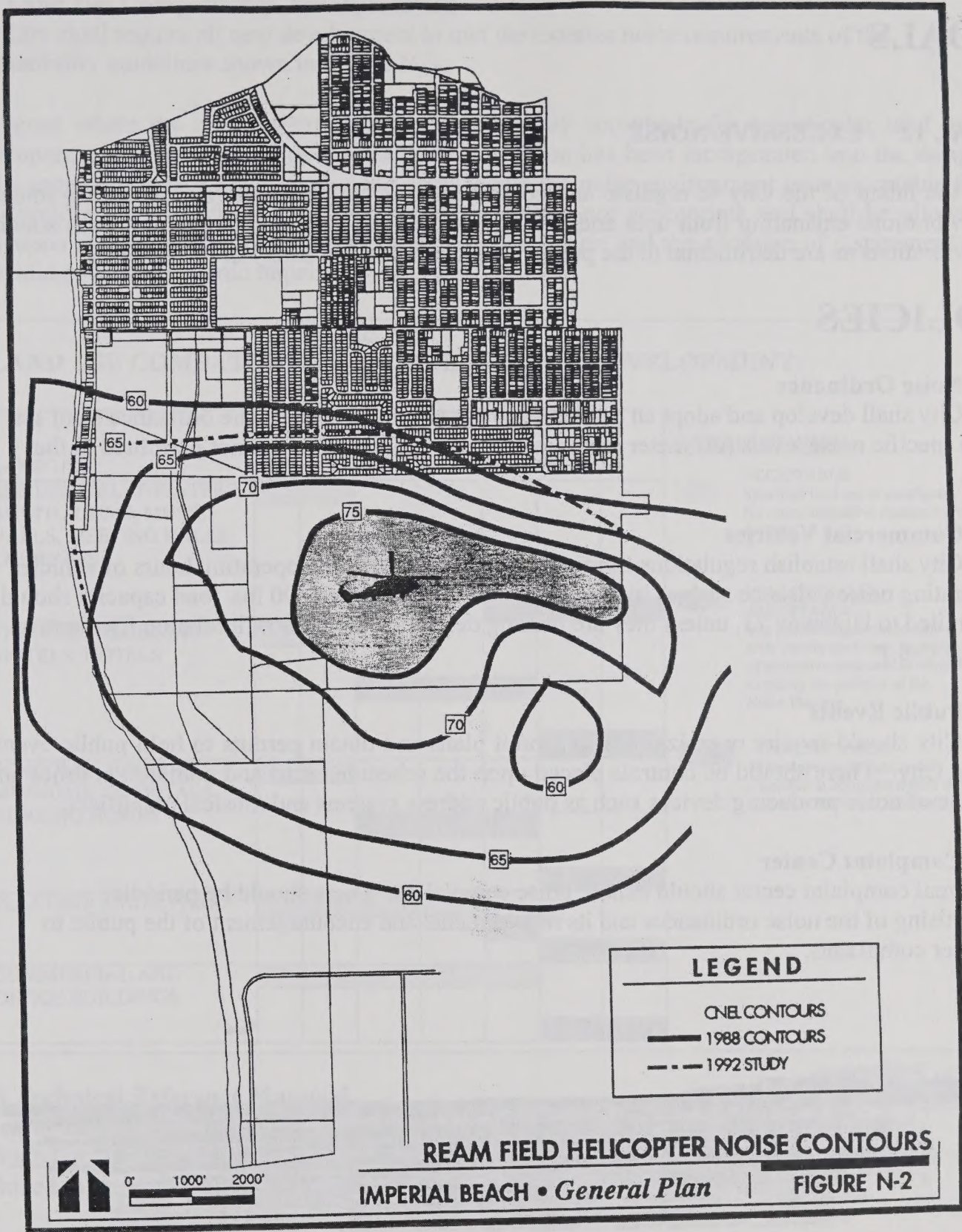


0 400 800

EXISTING & PROJECTED 65dB CNEL NOISE CONTOURS

IMPERIAL BEACH • General Plan

FIGURE N-1



GOALS

GOAL 12 EXCESSIVE NOISE

It is the intent of the City to regulate and control unnecessary excessive and annoying sounds and vibrations emanating from uses and activities within the City, and to prohibit such sounds and vibrations as are detrimental to the public health, welfare and safety of its residents.

POLICIES

N-1 Noise Ordinance

The City shall develop and adopt an ordinance to control noise levels. The ordinance shall set forth specific noise levels (dB meter readings) that are unacceptable and not permitted in the City.

N-2 Commercial Vehicles

The City shall establish regulations limiting the routes, speeds, and operating hours of vehicles generating noise nuisance such as trucks and buses. Trucks over 5000 lbs. load capacity should be limited to Highway 75, unless they are making deliveries. (See also Circulation Element, Policy C-8.)

N-3 Public Events

The City should require organizations to submit plans and obtain permits to hold public events in the City. There should be controls placed upon the scheduled start and completion times and the use of noise producing devices such as public address systems and musical amplifiers.

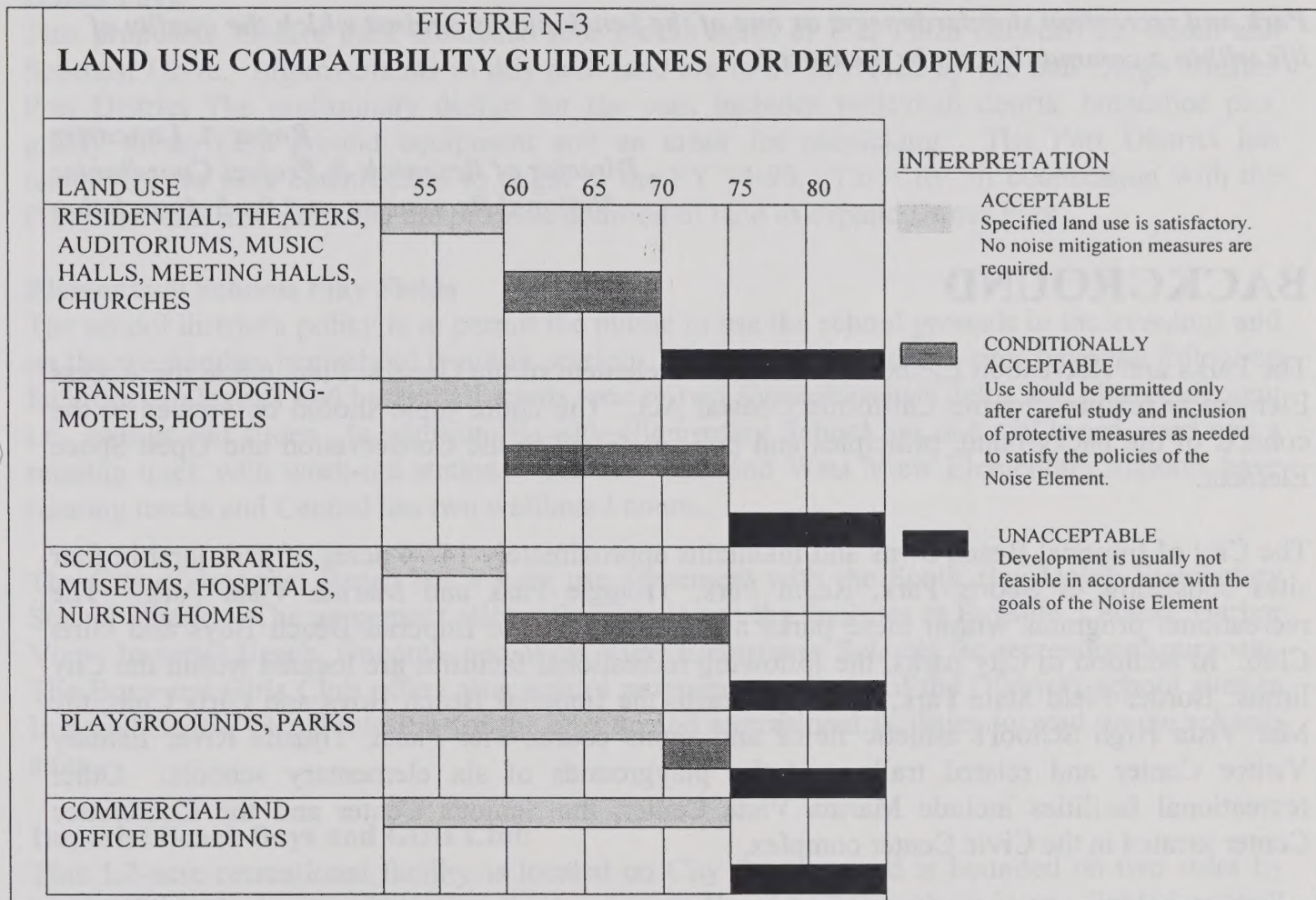
N-4 Complaint Center

A formal complaint center should handle noise complaints. There should be periodic advertising of the noise ordinances and its requirements and encouragement of the public to register complaints.

N-5 Land Use Compatibility-Transportation

The City shall require all new development to meet the exterior noise requirements of the compatibility guidelines shown in Figure N-3.

For areas where the noise environment is conditionally acceptable for a particular land use, development shall be allowed only after noise mitigation has been incorporated into the design of the project to reduce noise levels. For areas where the noise environment is unacceptable for the development of a given use, development is usually not appropriate and shall be allowed only upon the completion of an environmental impact report and the adoption of a statement of overriding social-economic impact.



N-6 Technical Reference Manual

To meet the requirements of the Government Code regarding technical information to be included in the Noise Element, the Noise Impact Study is herein adopted by reference and included in the Appendix to the General Plan.

There isn't much to be seen in a little town, but what you hear makes up for it.

Elbert Hubbard

PARKS, RECREATION, AND ACCESS ELEMENT

Park and recreation standards serve as one of the bench marks against which the quality of life within a community can be measured.

*Roger A. Lancaster
Director of Research & Project Coordinator
National Recreation and Park Association*

BACKGROUND

The Parks and Recreation Element is an optional element of the General Plan, while the Access Element is required by the California Coastal Act. The entire topic should be viewed in the context of the background, principles and policies found in the Conservation and Open Space Element.

The City of Imperial Beach owns and maintains approximately 14.74 acres of park land in four sites consisting of Sports Park, Ream Park, Triangle Park and Marina Vista Park. The recreational programs within these parks are operated by the Imperial Beach Boys and Girls Club. In addition to City parks, the following recreational facilities are located within the City limits: Border Field State Park, the City Beach, the Imperial Beach Boys and Girls Club, the Mar Vista High School's athletic fields and tennis courts, Pier Plaza, Tijuana River Estuary Visitor Center and related trails, and the playgrounds of six elementary schools. Other recreational facilities include Marina Vista Center, the Senior's Center and the Conference Center located in the Civic Center complex.

Imperial Beach operates its own lifeguard services, which are part of the Public Safety Department. The staff consists of one permanent (year-round) employee, and approximately twelve seasonal/recurrent lifeguards that work primarily during the summer months. During unusually hot weekends and/or holidays as necessary, a number of lifeguards may be recalled to provide adequate lifeguard coverage. During the rest of the year the lifeguard headquarters is manned by at least one lifeguard on a daily basis. In addition to the protection of the beaches, the lifeguards also provide coverage for the two 25-yard pools at Marina Vista High School that are open to the public during the summer months. Because of increased usage of the Imperial Beach beaches, it can be expected that additional personnel may be required in the future.

The City's park and recreation facilities are listed on Table P- I and mapped on Figure P-1. Each facility is described below.

Border Field State Park

This State park is located adjacent to Mexico generally within the City limits of Imperial Beach. The Tijuana Estuary separates the park from the populated areas of the City. The only vehicular access to the park is via Monument Road through the City of San Diego. The facility is devoted to passive recreation such as picnicking, hiking, walking along the beach, swimming in the ocean and horseback riding.

Dunes Park

This proposed .73-acre park is located four blocks north of Pier Plaza between the beach and Seacoast Drive. Improvements to this park land are to be provided by the San Diego Unified Port District. The preliminary design for the park includes volleyball courts, horseshoe pits, grassy areas, play ground equipment and an arbor for picnicking. The Port District has tentatively set park construction to begin in the FY 94-95. The City, in cooperation with the Port District is also pursuing the possible addition of land to expand Dunes Park.

Elementary Schools Play Fields

The school district's policy is to permit the public to use the school grounds in the evenings and on the weekends when school is not in session. The elementary school sites have the following facilities: volleyball and basketball courts, one or two soccer/baseball fields and play equipment i.e., swings and slides. In addition, Bayside Elementary School has one wallboard court and a running track with work-out stations. Harbor View and West View Elementary Schools have running tracks and Central has two wallboard courts.

The City of Imperial Beach has a joint use agreement with the South Bay Union Elementary School District. The agreement allows the City to use the facilities at Bayside, Central, Harbor View, Imperial Beach, Oneonta, and West View Elementary Schools for recreational purposes. The Boys and Girls Club offers after school programs on all six of the District's school sites in Imperial Beach. See Table P-1 for the athletic and recreational facilities located on the schools sites.

Imperial Beach Boys and Girls Club

This 1.7-acre recreational facility is located on City Property and is bounded on two sides by Marina Vista Park. In addition to the large recreational building, there is one lighted softball field, and one basketball court on the site. Programs offered include arts and crafts, athletics, social recreation, and youth group programs. In order to participate in the Club's program, members must be between 7 and 17 years old, and pay an annual fee of \$10. In 1993, the organization had 1,245 members. This program receives no financial support from the City.

Mar Vista High School

Approximately 20 acres of the 33-acre school site is devoted to outdoor recreation. Facilities include a football field and track, outdoor swimming 2 pool, 4 tennis courts, and baseball/soccer fields. As of 1993 the City did not have a joint use agreement with the Sweetwater Union High

School District. In the past, the City used the swimming pool during the summer months. During the summer of 1993, the pool was not used as it was being refurbished. There is no arrangement to use the pool for recreational purpose at this time. However, the community does use the tennis courts, basketball courts and athletic fields when they are not in use by the school.

Marina Vista Park

This centrally located 6.69-acre city park includes a picnic area, very large (passive) grass play areas, children's playground, bandstand/gazebo, and a community center with kitchen and restrooms. Adjacent to the park is the Boys and Girls Club facility (on City land) and the Senior Center. With modification of the grassy play area, there would be space available for additional active recreational facilities, if desired.

Pier Plaza, Pier and City Beach

Imperial Beach has a total of 3.5 miles of beach frontage. The Imperial Beach Fishing Pier and the City Beach accounts for an additional 12.36 acres of recreational area within the City limits (2.56-acre Pier and Pier Plaza area, and, excluding the estuary, 9.8 acres of sandy beach). Unfortunately, in the recent past, the ocean, with its related sandy beach front, has periodically been contaminated by sewage spills from Mexico.

The San Diego Unified Port District has assumed financial responsibility for Pier Plaza and the City Beach. Lifeguards are funded by the Port District, but hired by the City to patrol the beach year-round. The level of supervision varies depending on the season.

TABLE P-1
Park and Recreation Facilities

CITY OF IMPERIAL BEACH PARK LAND

Name	Acres	Type	Facilities
1. Marina Vista Park	6.69	Community	Picnic, grass area, gazebo, community center, children's playground
2. Ream Park	.72	Mini	Tot lot, picnic, grass area
3. Sports Park	7.80	Community	Gym, picnic, 6 ball fields, tot lot, grass area, basketball court
4. Triangle Park	.40	Pocket	Grass area
	15.64		

OTHER PARK AND RECREATION FACILITIES

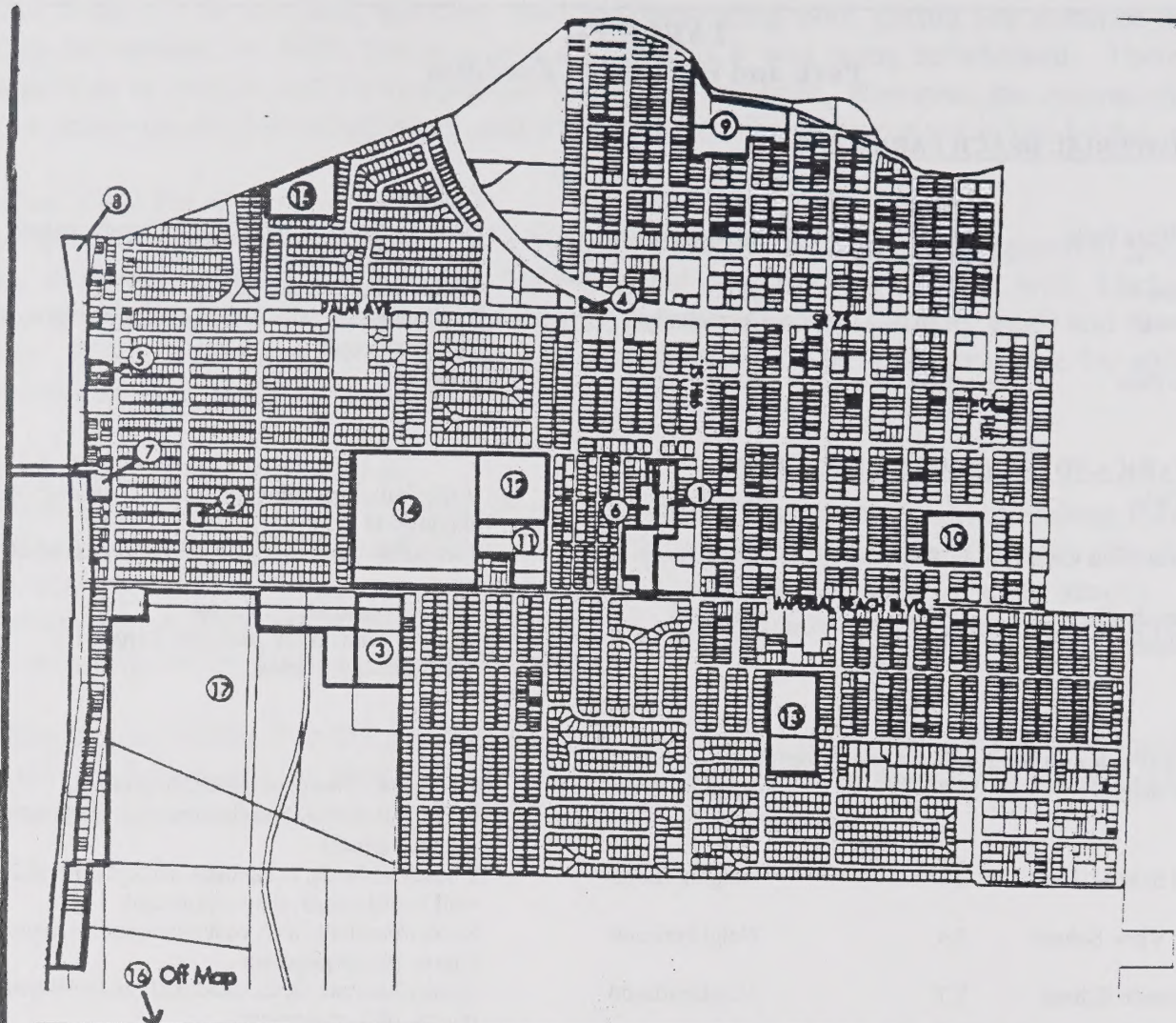
5. Dunes Park	.73	Regional	Volleyball, horseshoe, picnicking, children's playground
6. IB Boys & Girls Club	1.70	Community	Recreation building, baseball field, basketball court
7. Pier Plaza & Pier	2.56	Regional	Fishing, picnicking, benches
8. Sandy Beach	<u>9.80</u>	Regional	Beach (South end of Seacoast Drive to Northern City Limits)
	14.79		

SCHOOLS (Park and Recreation Acreage only)

9. Bayside School	7.7	Neighborhood	Mini-park, 2 baseball fields, basketball, volleyball & wall board courts, running track, play equipment
10. Central School	3.1	Neighborhood	2 baseball fields, basketball, volleyball and 2 wall board courts, play equipment
11. Harbor View School	3.4	Neighborhood	Soccer/baseball field, basketball and volleyball courts, play equipment
12. Imp. Beach School	2.7	Neighborhood	Soccer/baseball field, basketball and volleyball courts, play equipment
13. Oneonta School	7.6	Neighborhood	2 soccer/baseball fields, baseball and volleyball courts, play equipment
14. Mar Vista High	20.0	Community	Basketball, 4 tennis courts, football field, running track, swimming pool, baseball soccer
15. West View School	<u>4.5</u>	Neighborhood	Mini-park, baseball fields, baseball, volleyball & wall board courts, play equipment
	49.0		

REGIONAL FACILITIES (within City Limits)

16. Border Field State Park	317.0	Regional	Picnic, beach, hiking and horseback trails
17. Tijuana River National Estuarine Research Reserve (outside of Border Field State Park)	<u>611.0</u> 928.0	Regional	Visitor center, trails

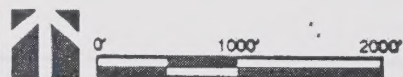


City of Imperial Beach Park Land	Acres
1. Marina Vista Park	6.69
2. Realm Park	0.72
3. Sports Park	7.80
4. Triangle Park	0.4
TOTAL	15.64

Other Park and Recreation Facilities	Acres
5. Dunes Park	0.73
6. B Boys and Girls Club	1.7
7. Pier Plaza and Pier	2.56
8. Sandy Beach	9.8
TOTAL	14.79

Schools	Acres
9. Boyside School	7.7
10. Central School	3.1
11. Harbor View School	3.4
12. Imperial Beach School	2.7
13. Oneonta School	7.6
14. Mar Vista High	20.0
15. West View School	4.5
TOTAL	49.0

Regional Facilities within City Limit	Acres
16. Border Field State Park	317.0
17. Tijuana River National Estuarine Research Reserve (outside of Border Field State Park)	611.0
TOTAL	928.0



PARK AND RECREATION FACILITIES

IMPERIAL BEACH • General Plan

FIGURE P-1

Ream Park

This small neighborhood park of approximately .72 acres. is located on Second Street between Elkwood and Elder Avenues. Facilities include a children's playground, picnic area and passive grass area. No organized recreational programs occur at this location.

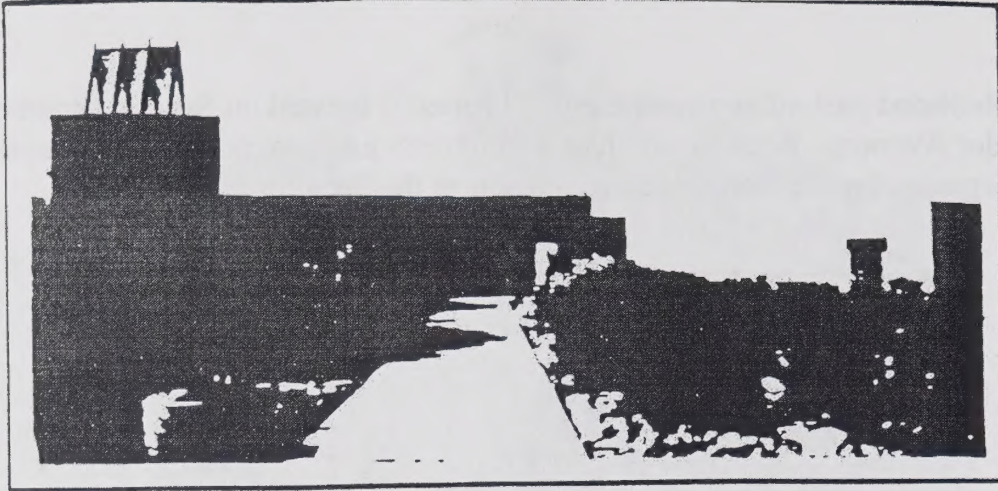


Sports Park

This fully developed 7.8-acre park and recreation center is located at 425 Imperial Beach Boulevard. Facilities include: gymnasium and indoor recreation facilities, picnic areas, six fully lighted ball fields, children's playground, an outdoor basketball court, a large (passive) grass play area and restrooms. The two T-ball fields on the southern edge of the Sports Park, are located on Tijuana Estuary property. The Boys and Girls Club's recreational program which is operated from this facility includes dance lessons, softball leagues and organized activities for the Boys and Girls Club.

Tijuana Slough National Wildlife Refuge and Tijuana Estuary Visitor Center

The Wildlife Refuge is operated by the U.S. Fish and Wildlife Service. It provides four miles of trails through uplands, saltmarsh and mudflats as well as access to the beach. Located next to one of the four entrances to the Refuge is the Visitor Center at 301 Caspian Way. Its 6,800 square feet provide for an exhibit hall, education laboratory, audio/visual room, administrative offices, reference library and map and photo library. The California Department of Parks and Recreation manages the Visitor Center and, as does the Fish and Wildlife service, depends heavily on volunteer help for operations.

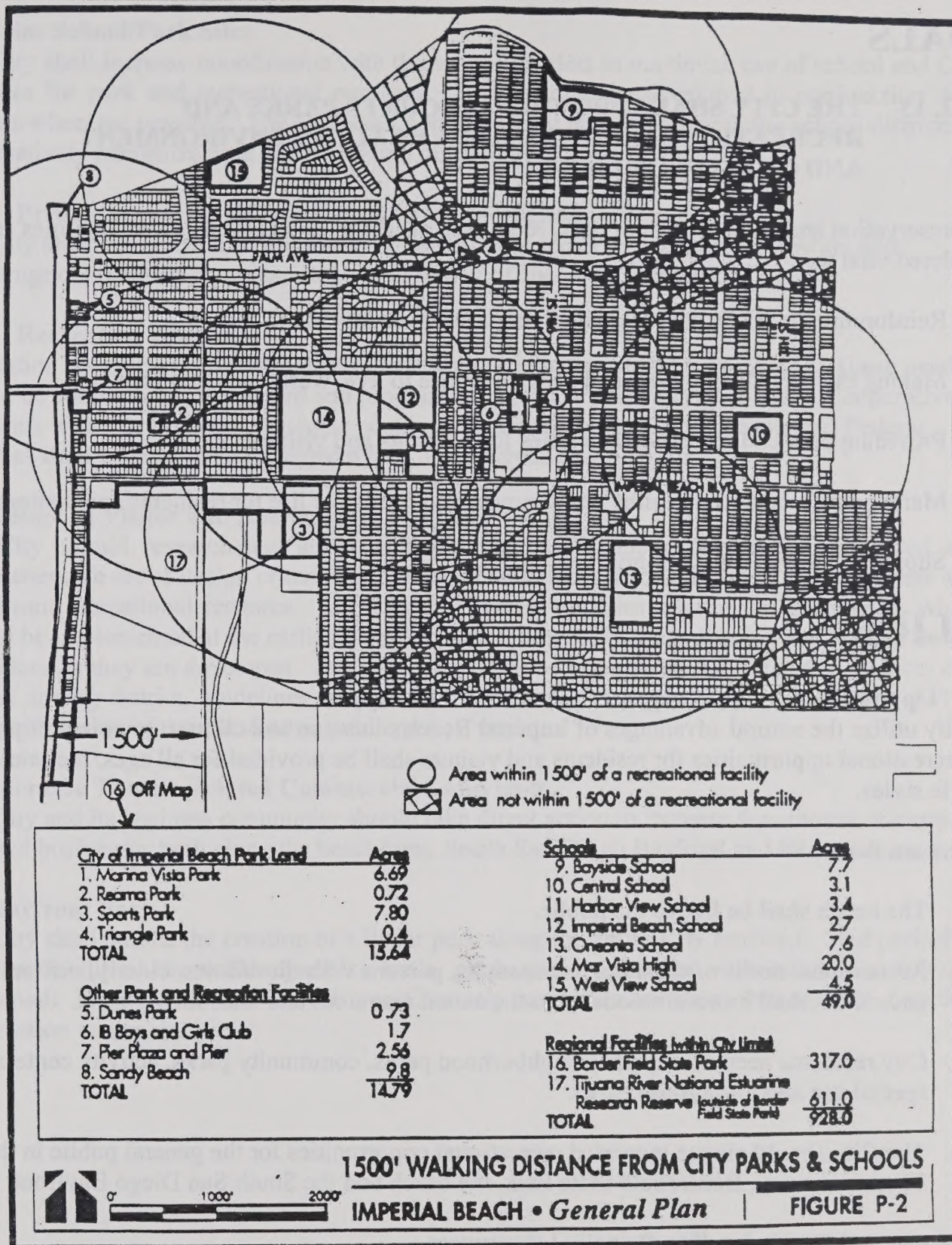


Triangle Park

This .4-acre pocket-size park is located in the public right-of-way where Highway 75, Palm Avenue, and 7th Street meet. This grassy area has no permanent improvements other than landscaping.

Based on a walking distance of 1,500 feet, the areas of the City most in need of additional parks are the northeast and southeast areas of the City (see Figure P-2). The National Recreation and Park Association recommends 6 to 10 acres of park land per 1,000 population. All of the City's park land, including school sites, and the beach, but excluding the estuary and State park, total approximately 79.43 acres. If the 1990 population figure of 26,512 is utilized, attainment of the N.R.P.A. minimum standard would require the acquisition of an additional 79.64 acres of park land. This is not an attainable standard for Imperial Beach. Insufficient developable vacant land exists within the City limits. In addition, the City's economic constraints limits its ability to purchase additional park land and to maintain and operate new facilities. Fortunately, many of the citizenry needs are being accommodated due to the joint use agreement between the City and the Elementary School District. The existence of two State parks in the immediate area (Border Field and Silver Strand) and the Tijuana River National Estuarine Research Reserve also helps to alleviate the strain on recreational facilities.

The development and improvement of parks in the City is paid for by the City's Residential Construction Fee and the use of Community Development Block Grant Funds. The Residential Construction Fee (\$800/du + \$100/bd for new construction or \$200/bd for room additions) is collected when building permits are issued. The fee is allocated exclusively for park development.



GOALS

GOAL 13 THE CITY SHALL PROVIDE ADEQUATE PARKS AND RECREATION AMENITIES FOR A HEALTHY ENVIRONMENT AND QUALITY OF LIFE

The preservation and development of park, recreation programs and coastal access Facilities are considered vital to:

- a. Reinforcing the City's goal of maintaining a small beach-oriented town.
- b. Making the City an enjoyable and beautiful place to live, work, play and visit.
- c. Providing park and recreation amenities for residents and visitors.
- d. Maintaining a balanced healthy environment and quality of life for residents and visitors.
- e. Supporting the area's economy.

POLICIES

P-1 Opportunities For All Ages, Incomes, and Life Styles

To fully utilize the natural advantages of Imperial Beach's location and climate, a variety of park and recreational opportunities for residents and visitors shall be provided for all ages, incomes and life styles.

This means that:

- a. The beach shall be free to the public.
- b. Recreational needs of children, teens, adults, persons with disabilities, elderly, visitors and others shall be accommodated to the extent resources and feasibility permit.
- c. City residents need mini-parks, neighborhood parks, community parks, activity centers, special use and all-purpose parks.
- d. The City should pursue increased recreational opportunities for the general public in the Tijuana Estuary, Borderfield State Park, the beach and the South San Diego Bayfront.

P-2 Ocean and Beach Are The Principal Resources

The ocean, beach and their environment are, and should continue to be, the principal recreation and visitor-serving feature in Imperial Beach. Oceanfront land shall be used for recreational and

recreation-related uses whenever feasible.

P-3 Joint School/Park Sites

The City shall increase coordination with the school districts to maximize use of school and City facilities for park and recreational purposes. Parks should be developed in conjunction with schools wherever possible. The City shall negotiate joint agreements with the school districts to cooperatively maximize park and recreation opportunities.

P-4 Private Sector Open Space, Parks and Recreation

The City shall recognize the contribution of the private sector to parks and recreation and encourage cooperative continuation and expansion of such contributions.

P-5 Recreation Programs

Recreation programs to meet the needs of citizens and visitors shall be developed. These needs should be continuously monitored and programs adjusted as necessary over time. Cooperative programs with city residents, business people, neighboring cities, County, State and Federal agencies shall be established to expand the City's recreational programs.

P-6 Design of Visitor and Recreational Facilities

The City should research and adopt, following extensive public discussion, a detailed and comprehensive set of design criteria for the beach area in order to increase its attractiveness as a significant recreational resource. The Design Element contains interim design policies which should be implemented at the earliest possible date followed by more detailed and refined design guidelines as they are developed. Such guidelines can be implemented through the auspices of a special zoning district, guidelines adopted by City Council resolution, through a Specific Plan, or a combination of these and other public policy vehicles.

P-7 Increase Tourist Related Commercial Land Uses

The City and its business community should take direct action to increase the amount of tourist-oriented businesses both along the beachfront, South San Diego Bayfront and inland areas.

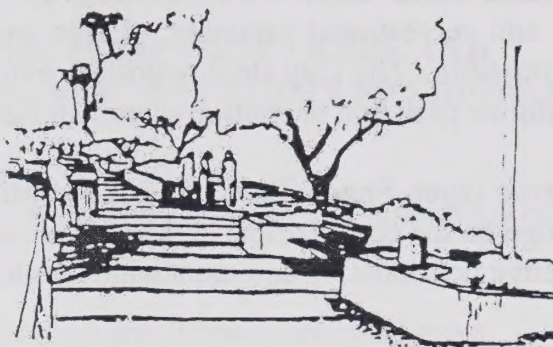
P-8 Bayfront Park

The City shall pursue the creation of a linear park along the entire City bayfront. Said park shall consider facilities like walkways, bike trails, grass areas, rest areas with benches and tables, promenade bridge over the Otay River Channel, amphitheater for special events, gazebo, information center, etc.

FIGURE P-3
BAYFRONT PARK



Linear Parkway with Recreational Trails at the Edge of the Bay.



Boardwalk/Promenade along the Bay Edge.

P-9 New Park Land

The City shall pursue expansion of its park and recreation programs. Options to be considered shall include but not be limited to:

- a. The construction of a new public park on Ream Field.
- b. The joint use of the Navy Radio Station as a recreation/open space resource.
- c. Continue development and possible expansion of Dunes Park.
- d. Working with the City of San Diego on the possible creation of a joint two-city neighborhood park to serve the southeast section of the City. A possible site is located on the east side of 15th at the end of Holly Avenue.
- e. Exploring the possibility of acquiring a small park site on 14th Street at the southwest corner of Imperial Beach Boulevard and 14th Street.
- f. Encouraging the school districts to expand the school sites as property may become available.
- g. A park at the northwest corner of Silver Strand and Carnation Avenue.
- h. A public park in the northeast section of the City.

SHORELINE ACCESS

BACKGROUND

The public's right of access to the State's navigable waters is protected by the California Constitution, which states: "No individual, partnership or corporation, claiming or possessing the frontage for tidelands of a harbor, bay inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right-of-way to such water whenever it is required for any public purpose, not to destroy or obstruct the free navigation of such water, and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people."

The desire of the voters of the State of California to protect and enforce the right of public access to the coast was demonstrated by the passage of Proposition 20 in 1972. The 1972 California Coastal Act regulations require that a coastal plan include "a public access element for maximum visual and physical use and enjoyment of the coastal zone by the public" and each local government to prepare a specific public access component. The Coastal Act policies, which are related to shoreline access are as follows:

Section 30210. Requires maximum access and broad recreational opportunities for all people in beach and coastal areas.

Section 30211. Requires that new development not interfere with the public's right of access to coastal areas.

The City of Imperial Beach has more available shoreline than do most other California coastal cities. Of the 17,600 feet of shoreline, approximately 12,000 feet or 68% is either publicly owned or has direct vertical or lateral access. This includes 6,000 linear feet of sandy beach owned fee simple by the State of California within the Borderfield State Park in the extreme southwest corner of the City.

For the purposes of public access, the beach area can be divided into five resource areas. These resource areas are:

- √ Imperial Beach City Beach
- √ Imperial Beach Fishing Pier
- √ Tijuana River Estuary
- √ Borderfield State Park
- √ Tidelands

City Beach

The City Beach is the open sandy beach area both north and south of the city pier. The beach is accessible from the Pier Plaza parking lot and has wide vertical access points for easy egress and ingress to the beach and ocean. The entire City Beach area is subject to daylight lifeguard surveillance.

Imperial Beach Fishing Pier

The City pier is one of Imperial Beach's main visitor serving and recreational facilities. The pier was reconstructed in 1987 and is approximately 30 feet wide and 1,500 feet long and is used for both sightseeing and off-pier fishing. Lights on the pier allow for visitor and fishing uses at night.

As the owner of the pier, the San Diego Unified Port District may in the future add charter boat fishing and restaurant concessions to the pier, but as of January 1994 the Port District's Master Plan does not include any development on the pier or on any of the other areas currently owned or leased by the Port District.

Tijuana River Estuary

The Tijuana River Natural Estuarine Research Reserve (TRNERR) as shown in Figure CO-1, is located in the southwestern most corner of the United States. It represents about 2,531 acres in the lower sections of the Tijuana River watershed. Approximately 928 acres are located within the City limits of Imperial Beach. The remaining acreage is within the jurisdiction of the City of San Diego. The TRNERR Management Authority is vested with the responsibility for setting management policies for the whole Reserve. TRNERR includes the Tijuana Slough National Wildlife Refuge, which is managed by the U. S. Fish and Wildlife Service, and Border Field State Park, which is managed by the California Department of Parks and Recreation. In addition to the Wildlife Refuge and the State Park, the TRNERR boundary also contains land owned by the U.S. Navy, the City of San Diego, the County of San Diego and privately held parcels.

The access-ways of the Tijuana River Estuary are of the Pass and Repass classification. Due to the characteristics of the estuary and slough area, both State and Federal management agencies have limited access to the area in order to protect the fragile ecosystem.

At the east side of the estuary, the California Department of Parks and Recreation have built a staffed estuary visitors center. The center is used to educate the public about biological resources and to encourage public observations. The visitor center is open several days a week for public convenience.

Border Field State Park

Located at the southern end of the City, the State operated park comprises approximately 396.43 acres., with 317.0 acres located within Imperial Beach. Three hundred seventy-two acres of the park, formerly Border Field Naval Facility, is operated by the State Department of Parks and Recreation. This property includes the lagoon and salt marshes, about 30 acres of steep slopes at

the edge of the floodplain, and about 10 acres of flat plateaus overlooking the floodplain and beach.

The park is accessed through Monument Road, which runs through the City of San Diego. Monument Road is a two-lane road in poor condition and subject to flooding.

Within the park, beach access is provided in several locations:

1. Beach Access. Direct vertical active access to the beach is provided via the parking area on the coastal strand directly adjacent to the beach. Additionally, a lateral passive access-way exists along the beach.
2. Monument Mesa Access. Access to the mesa area is in the active classification. No direct access to the beach from the mesa exists due to the bluff top topography of the area. An active access-way does however exist along the top of the mesa.
3. Beach access is supported by a 280-car parking lot, picnic sites, restrooms, and a historical monument on Monument Mesa and a parking area at a horse staging area.

The park also includes horse-riding trails, which traverse through the Tijuana River Valley to the Pacific Ocean and a large picnic area on a bluff overlooking the Pacific Ocean. The park is landscaped for walking and light sports activities and contains tables and benches for those wishing to have a picnic. There is a 10-foot paved walkway from the picnic area down the bluff to the beaches.

Tidelands-San Diego Unified Port District

The San Diego Unified Port District owns the Imperial Beach tidelands (which is defined as the distance from mean high tide to a point in the submerged lands of the Pacific Ocean), and the Imperial Beach Pier. The Port District leases from the City all of Ocean Boulevard (paper street on the beach) from the north end of the City to a point 300 feet below the end of South Seacoast Drive. The Port District provides for lifeguard and police protection for the beach and is responsible for all uses and activities in the tidelands area. As of January 1994, the Port District has not amended its Master Plan to include the lands the Port District owns in Imperial Beach.

Other property in the City of Imperial Beach, which is leased (as opposed to owned) by the Port District include Dunes Park, Pier Plaza and easements over the Imperial Beach Boulevard and Palm Avenue street ends.

Access to City beaches is provided via public transit and public streets. The beach is located approximately five miles east of Interstate 5, a major regional freeway, and a mile south and west of Hwy 75, a state highway bisecting Imperial Beach as it passes from the City of Coronado to the City of San Diego. Access to the City of Imperial Beach from Interstate 5 is taken from either Palm Avenue, or from the Coronado Avenue/Imperial Beach Boulevard corridors. Imperial Beach is served by the Metropolitan Transit District, which provides bus service to the area, as well as a bike path which runs along the strand from Coronado to the

South San Diego Bayfront in Imperial Beach. (See Circulation Element.)

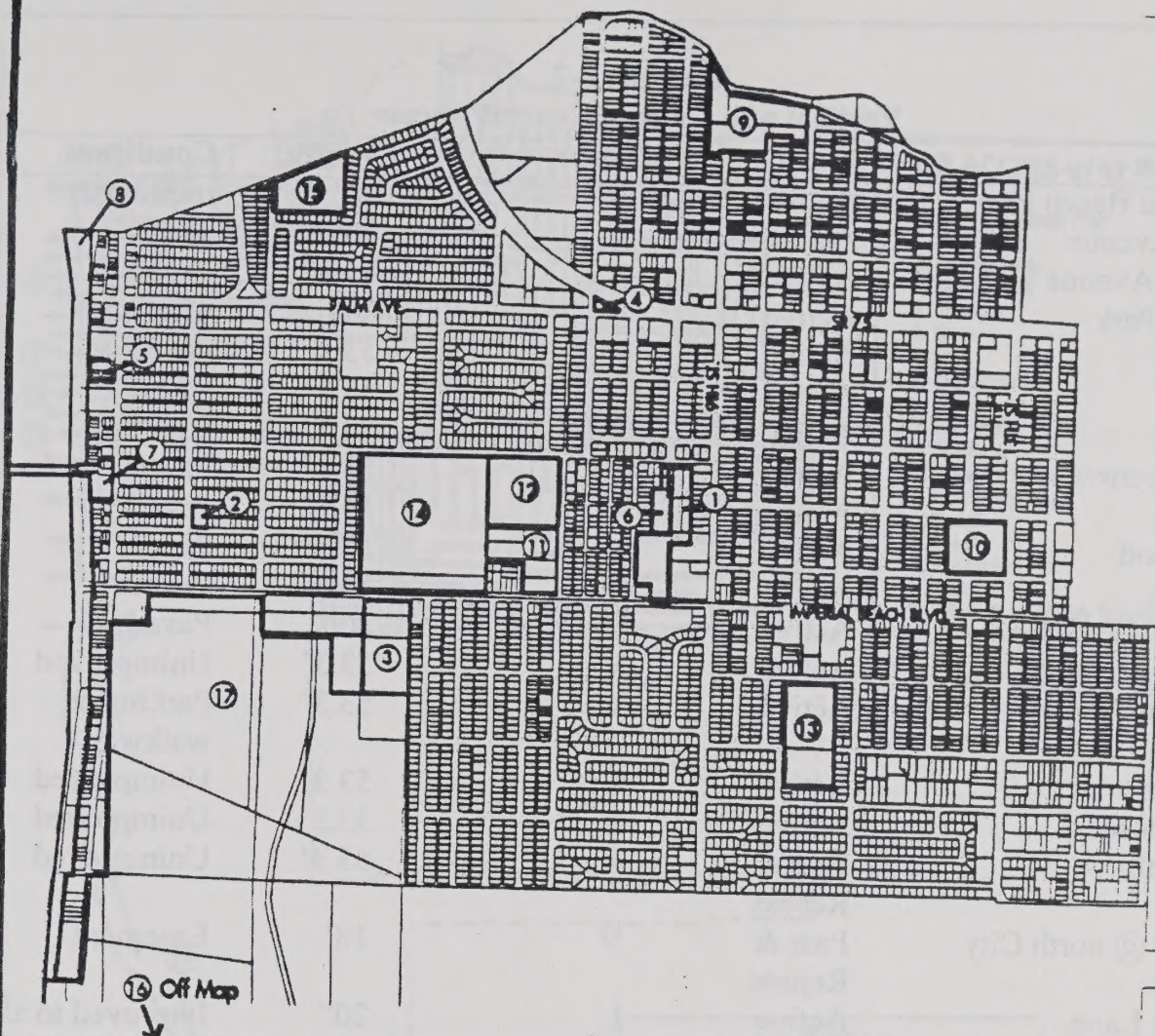
Lateral and Vertical Access: The Coastal Commission Shoreline Access Interpretive Guidelines define "lateral access" as a way of providing public access and use along the shoreline. Lateral access in Imperial Beach consists of Ocean Boulevard and usable areas of the City's dry sandy beach, which fluctuates in size with daily, monthly, and seasonal tidal activity. Vertical access is defined as access from the first public roadway to the shoreline. Table P-2 indicates all points of vertical and lateral access in the City of Imperial Beach. Access points are shown on Figure P-4.

The most heavily used access is at Pier Plaza and the surrounding beaches where there is ample public parking both on and off-street with 90 percent of beach activity taking place north of Imperial Beach Boulevard.

Frequency of Access-ways: Throughout the City beach area, the distance between access-ways ranges from a minimum of 200 feet to a maximum 625 feet with a median distance of 250 feet between access-ways; assuming an average walking speed of three miles per hour, the maximum walking time between access-way is slightly more than one minute.

Access Support Facilities: The access-ways of the City beach area are supported by a municipal parking lot located between Evergreen and Elder Streets. This lot has parking spaces for approximately 76 vehicles. Parking stalls are metered.

The parking lot is augmented by on-street parking sufficient to handle approximately 370 additional vehicles. On-street parking is provided on Seacoast Drive and on each of the City's street ends.



<u>City of Imperial Beach Park Land</u>	<u>Acres</u>
1. Marina Vista Park	6.69
2. Reama Park	0.72
3. Sports Park	7.80
4. Triangle Park	0.4
TOTAL	15.64

<u>Other Park and Recreation Facilities</u>	<u>Acres</u>
5. Dunes Park	0.73
6. B Boys and Girls Club	1.7
7. Pier Plaza and Pier	2.56
8. Sandy Beach	9.8
TOTAL	14.79

<u>Schools</u>	<u>Acres</u>
9. Boyside School	7.7
10. Central School	3.1
11. Harbor View School	3.4
12. Imperial Beach School	2.7
13. Onecento School	7.6
14. Mar Vista High	20.0
15. West View School	4.5
TOTAL	49.0

<u>Regional Facilities (within City Limit)</u>	<u>Acres</u>
16. Border Field State Park	317.0
17. Tijuana River National Estuarine Research Reserve (outside of Border Field State Park)	611.0
TOTAL	928.0



0' 1000' 2000'

PARK AND RECREATION FACILITIES

IMPERIAL BEACH • General Plan

FIGURE P-1

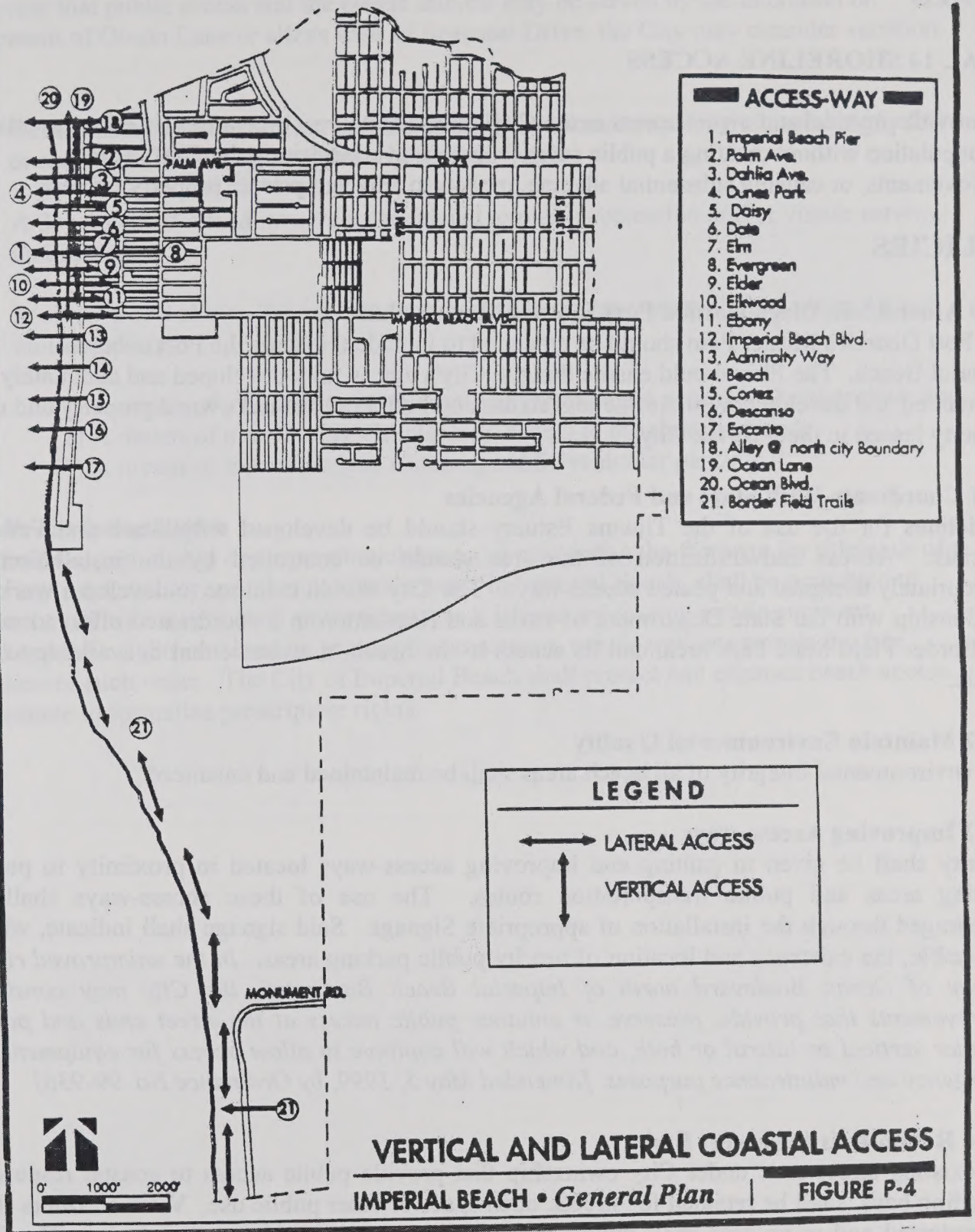
TABLE P-2
Vertical and Lateral Coastal Access

Access-way	Use	Type	Width	Condition
1) Imperial Beach Pier	Active ³	V	30'	Improved
2) Palm Avenue	Active	V	80'	Paved
3) Dahlia Avenue	Active	V	53.3'	Paved
4) Dunes Park	Active	V	Varies	Improved
5) Daisy	Active	V	53.3'	Paved
6) Date	Active	V	53.3'	Paved
7) Elm	Active	V	53.3'	Paved
8) Evergreen	Active	V	53.3'	Paved
9) Elder	Active	V	53.3'	Paved
10) Elkwood	Active	V	53.3'	Paved
11) Ebony	Active	V	53.3'	Paved
12) Imperial Beach Blvd.	Active	V	80'	Paved
13) Admiralty Way	Active	V	53.3'	Unimproved
14) Beach	Active	V	53.3'	Parking & walkway
15) Cortez	Active	V	53.3'	Unimproved
16) Descanso	Active	V	53.3'	Unimproved
17) Encanto	Pass & ⁴ Repass	V	53.3'	Unimproved
18) Alley @ north City boundary	Pass & Repass	V	18'	Easement
19) Ocean Lane	Active	L	20"	Improved to alley standards
20) Ocean Boulevard	Active	L	Varies	Sand
Border Field			Varies	Sand
Horse Trails	Active	L & V		

V = Vertical Access L = Lateral Access

³ Active use includes the full range of beach-oriented activities. Alternatively, "passive" use include those activities normally associated with beach use, such as walking, swimming, jogging, etc., but does not include use of the access-way for organized sport activities, campfires, or vehicular access for other than emergency vehicles.

⁴ Pass and Repass indicates an area where topographic constraints of the site makes use of the beach dangerous, where habitat values of the shoreline would be adversely impacted by public use of the shoreline, or where dw access-way may encroach closer than 20 feet to a residential structure. When any of these conditions exists, the access-way may be limited to the right of the public to pass and repass along an access area.



GOALS

GOAL 14 SHORELINE ACCESS

To provide physical and visual access in the City's five coastal resource areas for all segments of the population without creating a public safety concern, overburdening the City's public improvements, or causing substantial adverse impacts to adjacent private property owners.

POLICIES

P-10 Amend San Diego Unified Port District Master Plan

The Port District's Master Plan should be amended to include the lands the Port owns in Imperial Beach. The Plan should ensure that the City's pier is fully developed and adequately maintained and develop new shoreline related uses on both Port District owned property and on property leased to them by the City.

P-11 Coordinate With State and Federal Agencies

Guidelines for the use of the Tijuana Estuary should be developed with State and Federal officials. Access and utilization of the area should be controlled by the installation of appropriately designed and posted access-ways. The City should continue to develop a working relationship with the State Department of Parks and Recreation in a coordinated effort to make the Border Field State Park area, and its access to the beach, a resource that is available to the public.

P- 12 Maintain Environmental Quality

The environmental integrity of all beach areas shall be maintained and enhanced.

P- 13 Improving Access-ways

Priority shall be given to gaining and improving access-ways located in proximity to public parking areas and public transportation routes. The use of these access-ways shall be encouraged through the installation of appropriate Signage. Said signage shall indicate, where applicable, the existence and location of nearby public parking areas. *In the unimproved right-of-way of Ocean Boulevard north of Imperial Beach Boulevard, the City may construct improvements that provide, preserve or enhance public access at the street ends and parks, whether vertical or lateral or both, and which will continue to allow access for equipment for emergency and maintenance purposes. [Amended May 5, 1999, by Ordinance No. 99-936]*

P- 14 Retain Existing Street Ends

All existing street ends under City ownership that provide public access to coastal resources, including bays, shall be retained for streets, open space or other public use. View corridors shall be protected and in no case shall buildings be permitted on or bridging the streets. The City shall approve detailed design plans for each street end.

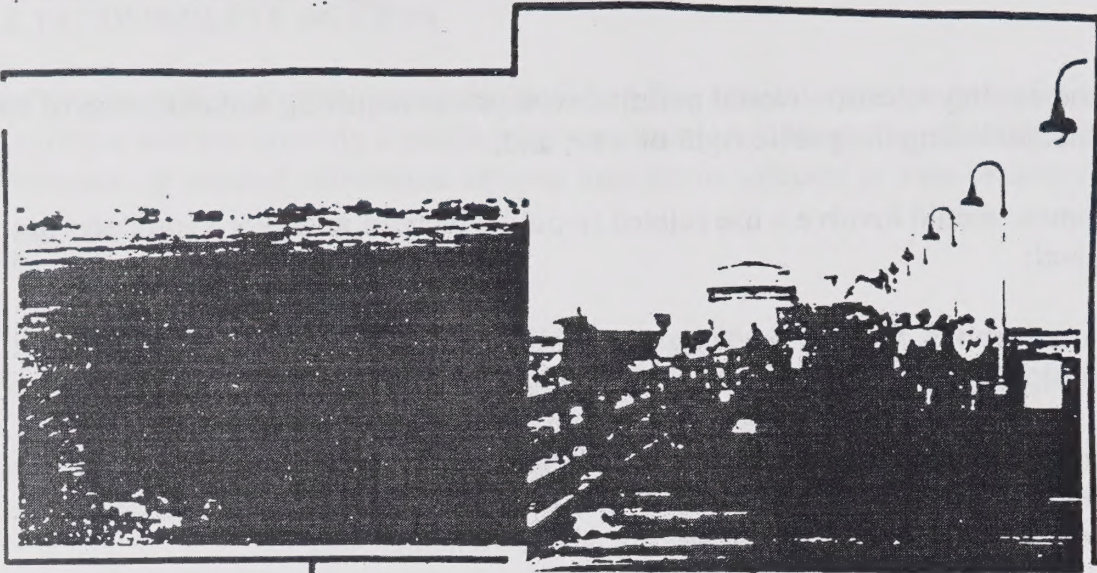
P-15 Ocean Lane and Alleys West of Seacoast Drive

In the event that public access and the public interest may be served by the alteration or development of Ocean Lane or alleys west of Seacoast Drive, the City may consider vacation when:

- a. Ocean Lane or alley vacation would permit development requiring consolidation of two or more lots, including the public right of way, and;
- b. A development would involve a use related to public recreation and/or visitor serving facilities, and;
- c. In either a or b above, the new development shall incorporate within its planning and building design:
 - (1) A means of maintaining or restoring physical public access to the shoreline, and;
 - (2) A means of maintaining visual public access to the shoreline, and;
 - (3) A means of maintaining or restoring public vehicular parking.

P-16 Prescriptive Rights

No individual, partnership or corporation claiming or possessing the frontage for titlelands of a harbor, bay inlet, estuary, or other navigable water in Imperial Beach, shall be permitted to exclude the right-of-way to such water whenever it is required for any public purposes, including public rights obtained by prescriptive easement, nor destroy or obstruct the free navigation of such water. The City of Imperial Beach shall protect and enhance beach access and continue to formalize prescriptive rights.



BACKGROUND

The purpose of this study is to determine the effectiveness of the proposed system in reducing the risk of fire. The study is based on a review of the literature and a series of experiments. The results of the experiments are presented in the following sections. The first section describes the experimental setup. The second section describes the results of the experiments. The third section discusses the implications of the results. The fourth section concludes the study.

The results of the experiments show that the proposed system is effective in reducing the risk of fire. The system was able to detect a fire in the laboratory and activate the fire alarm. The system was also able to shut down the power supply to the fire. The results of the experiments are presented in the following sections. The first section describes the experimental setup. The second section describes the results of the experiments. The third section discusses the implications of the results. The fourth section concludes the study.

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The Hazards

The hazards of the proposed system are discussed in this section. The hazards are divided into two categories: fire and explosion. The fire hazards are discussed in the first section. The explosion hazards are discussed in the second section. The results of the experiments are presented in the following sections. The first section describes the experimental setup. The second section describes the results of the experiments. The third section discusses the implications of the results. The fourth section concludes the study.

1. Fire Hazards

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SAFETY ELEMENT

Men come together in cities for security; they stay together for the good life.

Aristotle

BACKGROUND

California General Plan law requires the Safety Element to address means of protecting the community from unreasonable risks associated with fire, flood, geologic and seismic hazards. This Element also implements provisions of the California Coastal Act pertaining to minimizing hazard potential in the Coastal Zone.

The policies and actions included are based upon determinations as to the acceptable levels of exposure to risk for each type of hazard. The evaluations and policies necessarily involve judgments based upon such factors as the severity of the hazard; the likely frequency of damage-inducing events; the potential number of persons exposed to the risk; and the amounts of potential losses due to injuries, deaths, and damage to property.

There are three basic types of risk to consider: the risk to human life and limb, the risk to property and the risk of societal disruption. These are distinct, although not totally independent considerations. Normally, reducing one type of risk will reduce another type of risk as well.

Clearly, public agencies have a role in protecting the public from death or injury, and the reduction of this risk should have the highest priority. Property damage risk is the second highest priority while the risk of public disruption would have the lowest priority.

Fire Hazards

Fire hazards, including brush land and structure type, are a significant problem in San Diego County. Except for the salt marsh, where the vegetation is generally non-combustionable, Imperial Beach is almost completely urbanized. Therefore, urban fire hazards are the main concern in Imperial Beach.

1. Hazards Setting

Fire has long been recognized as an especially dangerous threat in urban areas. As population concentrations increase in built-up areas, the factors necessary for fire ignition increase, as do the chances of a fire spreading rapidly once it starts. The factors of population density and the resultant high material and energy concentrations in cities mean that the loss of life, injury and property damage from fire are greater in urban areas

than in less densely settled rural areas.

2. Single Family Residential Buildings

Single-family detached houses form a major portion of the housing stock in Imperial Beach. Fires occur in private homes from a variety of causes, human carelessness being chief among them. More lives are lost in residential fires than in any other type of fire. Without adequate setbacks or other fire prevention techniques such as firewalls, residential fires can spread easily due to the wood frame construction of most single-family structures and the common usage of untreated wood shingles. While the general climate in Imperial Beach is relatively humid, fire can spread easily between single-family homes.

3. Multi-Story Buildings

Buildings over three stories pose difficult fire control problems. The large number of occupants and their dependence on internal support systems, such as water pressure systems, ventilation systems and elevator systems, increases the potential for disaster. Adequate response to buildings over three stories requires improved internal extinguishing systems and special equipment, such as helicopters and aerial ladders.

4. Hospitals and Medical Facilities

Imperial Beach has no full service hospital; however, several medical complexes are located in the area. These facilities present critical fire control problems. Damage to sophisticated medical equipment by fire threatens the lives of present and future patients. Those mentally or physically debilitated cannot react during crisis in a way that would insure minimum safety standards. In times of emergency, ailments are aggravated by stress, and the medical staff is usually inadequate to provide enough aid and guidance.

5. Indoor Public Assembly Facilities

Public assembly facilities are defined as those in which large numbers of people congregate in generally unfamiliar surroundings. They include schools, theaters, churches, temples and a variety of recreational facilities. Gatherings of large numbers of people in these buildings create conditions conducive to mass panic in a crisis, which only worsens and increases casualties. Administering medical aid is made more difficult in these situations, as well.

6. Industrial Fire Hazards

Potentially hazardous industrial operations encountered in Imperial Beach include utility lines such as gas lines and overhead electrical power lines. While the normal construction of utility lines provides a good degree of safety, gas lines do break and power lines do come down causing fires.

Another aspect of industrial fire hazards involves the transportation of industrial-related, flammable materials on the major highways and freeways of the area. Regulatory powers that govern the transportation of these materials are the responsibility of State and Federal agencies; however, local fire and police departments are called upon to safeguard

public safety when hazardous situations develop.

7. Municipal Pier Hazards

Fishing and/or boat launching piers usually have conditions of use, which contributes to safety hazards. The Imperial Beach Municipal Pier is a main attraction for tourists and residents and, has structures on its end. The Pier has a water main extending its entire length.

8. Fire Protection

(See Facilities and Services Element)

9. Adequacy of the Water System

Generally, adequate water supplies for fire suppression exist throughout the City. Water is a critical element in fire protection. Of all the factors considered by fire insurance underwriters, water supply is the most heavily weighed. (See Facilities and Services Element)

10. Findings Related to Fire Hazards, Fire Prevention and Safety

Fire prevention measures are usually undertaken for the safety of residents and property, as well as to reduce insurance premiums.

- a. One of the most important regulatory codes from the standpoint of fire safety is the Uniform Building and Fire Codes. The uniform codes are intended to serve only as minimum standards. Thus, it is important that the latest versions of these minimum standards be adopted and enforced by the Fire and Building Departments.
- b. The Zoning Ordinance should help prevent the construction of unsuitable or hazardous structures.

Subdivision regulations are used to reduce the risk of fire as they govern the process of dividing land into building sites.

- c. Weeds are a fire hazard. Weed abatement ordinances, strictly enforced, can eliminate this potential hazard.
- d. Certain structures can be classified as "fire hazardous" and should be considered as public nuisances. Fire hazardous buildings are those which, upon ignition, permit the rapid spread of fire. They are generally characterized by substandard electrical wiring, open stairwells and obsolete heating facilities. When combined with human carelessness or maliciousness, these deteriorated conditions offer a potential for disaster.

Flood Hazards

Flood hazards in Imperial Beach can be categorized as local flooding and flood plain inundation.

1. Local Flooding

Surface run-off, a condition intensified by development as a result of soil compaction and paving is presently handled by the street system and a small storm drain system. The local system is, for the most part, adequate.

2. Flood Plain Inundation

The Tijuana River Valley is subject to floods of great magnitude since it is the drainage way for the largest of the watershed basins in San Diego County. This drainage basin covers 1,700 square miles, only 27% of which lies within the United States.

The river crosses the border at a point five miles inland from the Pacific Ocean and flows through the fertile Tijuana River Valley. This valley area is predominantly agricultural open space. At the point where the river approaches the Imperial Beach City limits, it turns into an estuary.

The largest recorded flood on the Tijuana River occurred in 1916. Seven other major floods occurred along the river in 1884, 1889, 1895, 1906, 1921, 1927 and 1937. Since 1936, the present 1,500 cubic feet per second capacity of the Tijuana River channel was exceeded eleven times. While the construction of dams upriver will continue to reduce the incidence of downstream flooding along the river, incidences of flows in excess of 1,500 cubic feet per second can still be expected.

Imperial Beach's flood plain areas are shown in Figure S-1.

Most of the identified 100-year flood plains encompass the estuary. This area has been designated as open space, due in part to its location in a flood plain, and in part to the natural habitat of the area.

Finally, Bayview Elementary is located in an area designated as a flood hazard zone. Extra precaution, in the form of adequate drainage facilities, should be taken to protect this public facility from potential damage.

Geological and Seismic Hazards

1. Local Geology

Imperial Beach's geology is shown in Figure S-2.

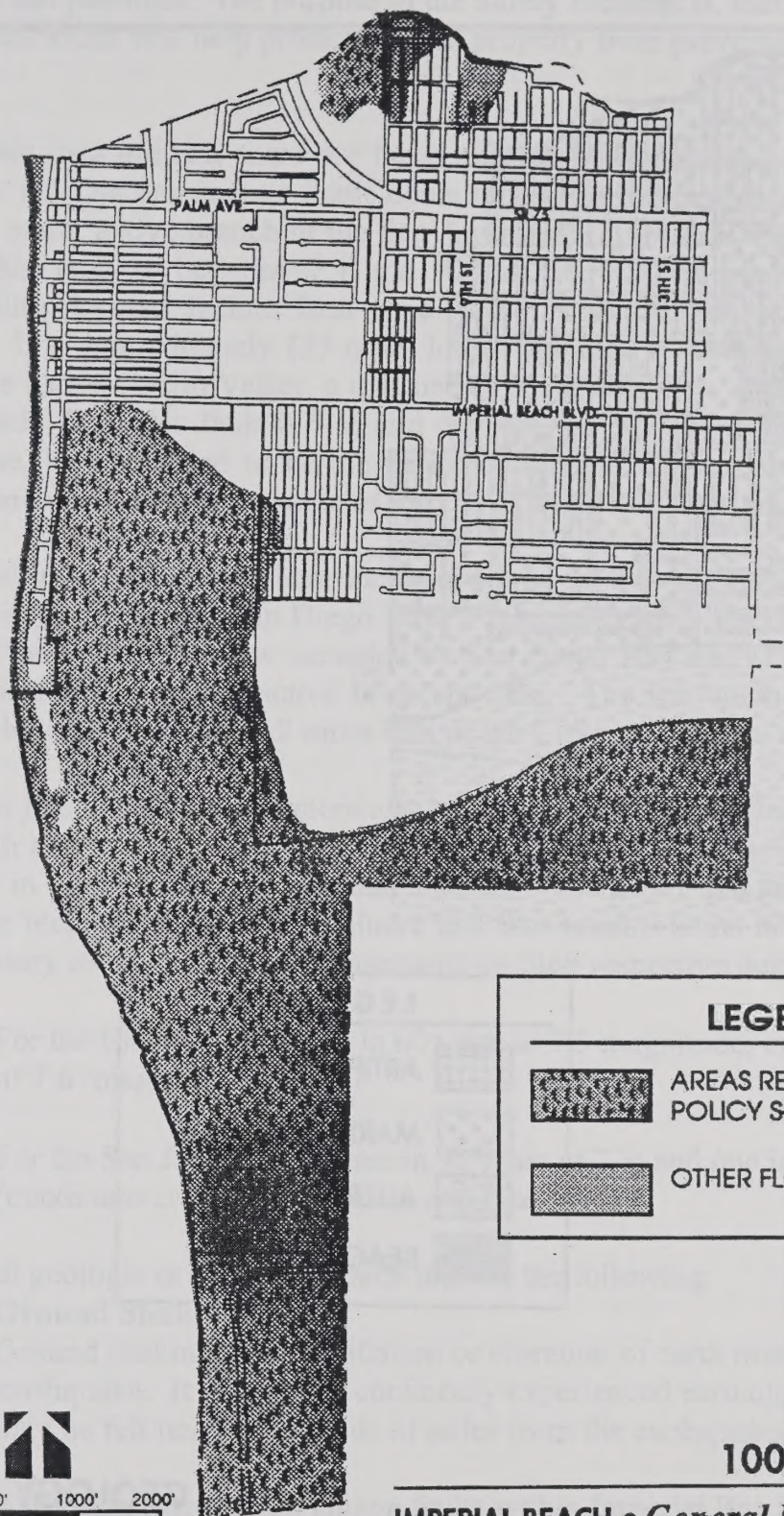
Like most of the South Bay area, Imperial Beach is underlain by the San Diego Formation, a tertiary shallow water marine deposit of Pliocene Age. An important feature of this formation is the fact that it is locally fossiliferous. The formation consists of chiefly dense, easily pulverized, silty, very finely bedded sandstones.

The more recent Quaternary deposits include three general types of material. A narrow strip of beach deposits, whose deposition is mainly caused by ocean currents and wave action, is found along the entire coastline of Imperial Beach. The urbanized area of the City is almost entirely underlain by the Baypoint formation, which consists of recent

marine mud. The surface geology of the Tijuana River Estuary consists of alluvial material. This deposition was caused by the Tijuana River's erosive action upstream. The alluvial material consists of layers of sand and gravel, as well as larger stones.

2. Seismic Hazards

Virtually, any land bordering the Pacific Ocean is subject to those effects of the movements of the earth's crust known as earthquakes. Even though Southern California is known for its earthquakes, actual losses to life and property have been small. In fact, these losses have been much less than other areas of the world, which routinely suffer from tornadoes, epidemics, hurricanes or earthquakes. It is generally agreed, however, that the potential for severe earthquake damage does exist, and that local authorities should provide some measure of security



LEGEND



AREAS RESTRICTED AS PER
POLICY S-7, PARAGRAPH d.

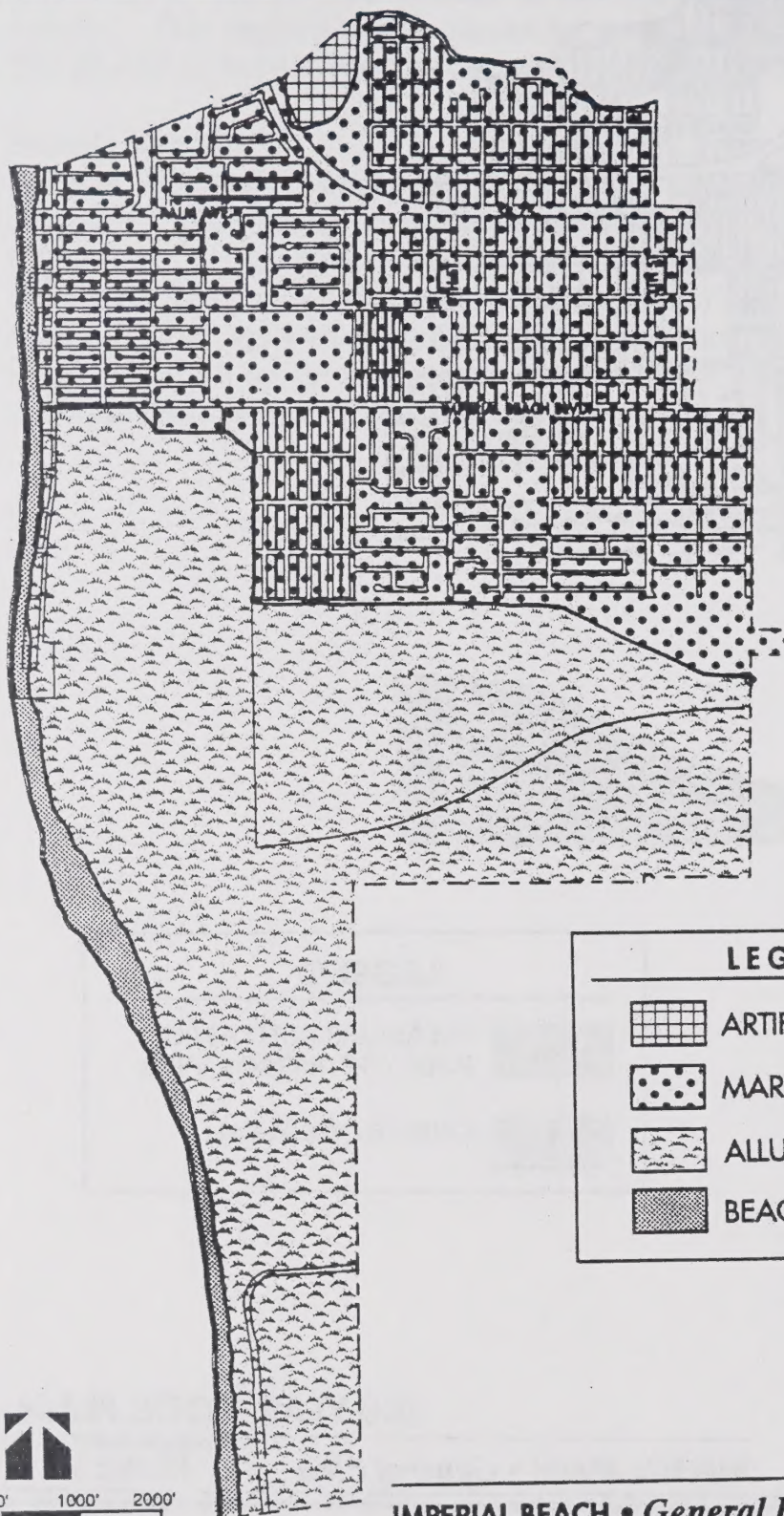


OTHER FLOOD PLAIN

100 YEAR FLOOD PLAIN

IMPERIAL BEACH • *General Plan*

FIGURE S-1



LEGEND

-  ARTIFICIAL FILL
-  MARINE MUD
-  ALLUVIUM
-  BEACH DEPOSITS

GEOLOGY

IMPERIAL BEACH • *General Plan*

FIGURE S-2

against that potential. The purpose of the Safety Element is, therefore, to set forth policies and programs which will help protect life and property from preventable damage due to seismic activity.

Available data indicate there are three major regional zones of faulting within the San Diego Region: (1) The San Jacinto Fault Zone, located in the eastern part of the county, is considered to be a major active branch of the San Andreas fault system, the maximum probable earthquake from this fault is between 7.5 and 7.8 on the Richter scale; (2) The Elsinore fault zone paralleling the San Jacinto fault zone is the largest known active fault in the county of San Diego. It is approximately 135 miles long. The area of most probable activity is between Lake Elsinore and Vallecito Valley, a distance of about 60 miles. The maximum probable earthquake magnitude from this fault is 7.6; and (3) The Rose Canyon fault zone, paralleling the Pacific coastline, is considered to be the possible southeasterly extension of the Newport-Inglewood fault zone, which was the source of the 1933 Long Beach earthquake.

The Sweetwater and LaNacion Faults are located 4 to 6 miles inland from and parallel to the Rose Canyon fault and San Diego Bay. Presumably, they are related to the fault system which created the depression now occupied by San Diego Bay and Mission Bay. These two faults do not appear to have been active in recent time. The LaNacion is the closest fault to Imperial Beach, being located about 2 miles east of the City.

The San Diego region has historically been seismically quiet (less than 4.0 on the Richter scale) although at least 23-recorded epicenters of 2.0 to 3.0 have been recorded since 1948. Historic records in the San Diego region date back 200 years. Of that period, the last 40 years represent accurate technical data. The Elsinore and San Jacinto faults have exhibited enough activity in this century to warrant making statements on their respective degree of activity as follows:

- For the Elsinore fault: one in 60 years at 7.3 magnitude; one in 100 years at a magnitude of 7.6 (maximum credible).
- For the San Jacinto fault: one in 90 years at 7.3; and one in 100 years at 7.8 magnitude (maximum credible). (McEven and Pinckey).

Potential geologic or seismic hazards include the following:

a. Ground Shaking

Ground shaking is the oscillation or vibration of earth materials resulting from an earthquake. It is the most commonly experienced earthquake phenomenon because it may be felt tens or hundreds of miles from the earthquake epicenter.

Assuming there are no known faults within Imperial Beach, and the nearest fault is the LaNacion, located 2 miles east of the City, it can reasonably be predicted that any damage from future earthquakes will be due to local ground shaking originating from a more distant source.

Ground shaking hazards are most likely to occur in areas of Imperial Beach underlain by loose, water-saturated, unconsolidated materials commonly referred to as deposits. The severity and type of ground shaking depends on several factors including: (1) earthquake magnitude and duration; (2) distance from the earthquake's epicenter; (3) local subsurface conditions; and (4) type of construction material used.

In general, much of Imperial Beach lies upon deposits which are poorly consolidated or unconsolidated aggregates of silt, sand and gravel. There is high potential of earthquake damage to structures located on this material.

b. Liquefaction, Lateral Spreading and Differential Compaction

Liquefaction

Resultant ground shaking during an earthquake will tend to compact loose deposits of cohesionless soils. It is generally recognized the higher the groundwater level the greater the shaking. If the soils are saturated, the compaction will result in an increase in the water pressure in the soil. With increased water pressure, the water within the soil will tend to flow upward and may turn the soil deposit into "quicksand" due to loss of shear strength. Flow to the ground surface may be manifested by sand boils and a gradual sinking or differential settlement of structures. Liquefaction of deeper strata may be manifested by ground cracking and lurching. Where soil thicknesses vary or where subsoil conditions are erratic, differential compaction of the soil layers may occur resulting in differential settlement of the ground surface. In extreme cases, buildings could literally sink into the ground.

The results of laboratory tests and investigations of liquefaction sites indicate that uniformly graded materials (those predominantly of one size such as beach sand) are more susceptible to liquefaction than well-graded materials and that, for uniformly graded soils, fine sands tend to liquefy more easily than do coarse sands, graded soils, silts or oil. In addition, loose soil deposits will tend to liquefy more readily than denser deposits and shallower strata, more than deeper strata. Further, intensity of ground shaking and duration of ground shaking play an important role. The longer the duration of strong shaking, the more likely it is that liquefaction will occur. Since the intensity and duration of ground shaking are somewhat proportional to earthquake magnitude, liquefaction is more likely to occur during moderate to strong earthquakes. When it does occur, the effects are severe with extensive damage resulting from shifting, tilting and floating.

It is emphasized that liquefaction potential depends upon many factors; in addition to ground water levels, are factors such as soil type, relative density and the intensity and duration of ground shaking. Due to the structure of the soils and the high water table within the City limits, liquefaction poses the biggest threat of serious damage in the event of moderate or major seismic activity.

Lateral Spreading

Lateral spreading is caused by ground shaking that triggers the movement of soils towards an unsupported surface or slope (not necessarily steep). Extensive damage to buildings can result from the mass flow of land areas, particularly along waterfront areas and on soft, saturated clays.

Differential Settlement

The occurrence of differential settlement has been well documented in many major earthquakes and results from the non-uniform settlement of loose and medium-dense granular soils during ground shaking. Differential settlement often results in serious structural damage to buildings and underground utilities.

A general lack of available data precludes a detailed evaluation of ground failure hazards in Imperial Beach. A review of the data that have been collected and a review of the history of seismic events in the San Diego region has not revealed any documented instance of ground failure, other than that of landslides. It should not be concluded, however, that ground failure may not occur due to future seismic activity. It is likely that the soil and ground water conditions in the coastal areas, bay margins, and especially the bay fill areas are places for the potential hazards identified above to occur.

c. Fault Displacement

Ground fractures may occur during an earthquake where there are uncompacted soils or an abrupt change in depth of the bedrock beneath the subsoil. Some soils affected by seismic vibrations may be compacted or lurch sideways causing cracks in the ground.

The closest fault to Imperial Beach is the LaNacion Fault, located about 2 miles east (running in a north/south direction) of Imperial Beach. It is not likely, therefore, that extensive fault displacement will occur in Imperial Beach.

Subsidence and Uplift

Subsidence and Uplift often accompany fault movement. Such movement affects harbor levels, the flow of water in canals and tunnels and distorts land survey lines. This phenomena is typically associated with the withdrawal of groundwater or petroleum, with large limestone deposits; with volcanism; or with hydro compaction. None of these constitute a significant problem in Imperial Beach.

d. Groundwater Problems

Because of the presence of the estuary and lands that are periodically inundated, the groundwater level in Imperial Beach is relatively high, less than 25 feet in the urban areas of the City, and as close as eight feet to the surface at Ninth Street and Imperial Beach Boulevard.

The presence of shallow groundwater, in conjunction with other soil parameters, can be of great consequence in terms of ground stability during an earthquake i.e., liquefaction. The largest area subject to this hazard is around the margin of the San Diego Bay.

Studies of recent earthquakes have concluded that some liquefaction has occurred in every major earthquake observed around the world in the past ten to fifteen years.

For liquefaction to potentially occur, three conditions are necessary: 1) generally cohesionless soils, 2) groundwater, and 3) moderate or major earthquake. In Imperial Beach, as in other areas along the Pacific Coast, as well as throughout the world, all three conditions or potential conditions exist in varying degrees.

3. Expansive Soils

An expansive soil is one which will substantially increase in volume when wetted and, because the process is reversible, will shrink when it dries. This is characteristic of cohesive, clay-like soils.

Expansive soils are a common feature and problem throughout Southern California. Not only do direct damage costs amount to many millions of dollars each year (for Southern California), but the damage is usually reflected in lower property values and resulting tax revenues. The problems resulting from expansive soils can be controlled by proper engineering and construction practices. The presence or absence of expansive soils is therefore not considered a critical factor in overall land planning. What is critical is to ensure that proper engineering and construction practices are observed. The City should remain cognizant of the problem. Soils in Imperial Beach are shown in Figure S-3.

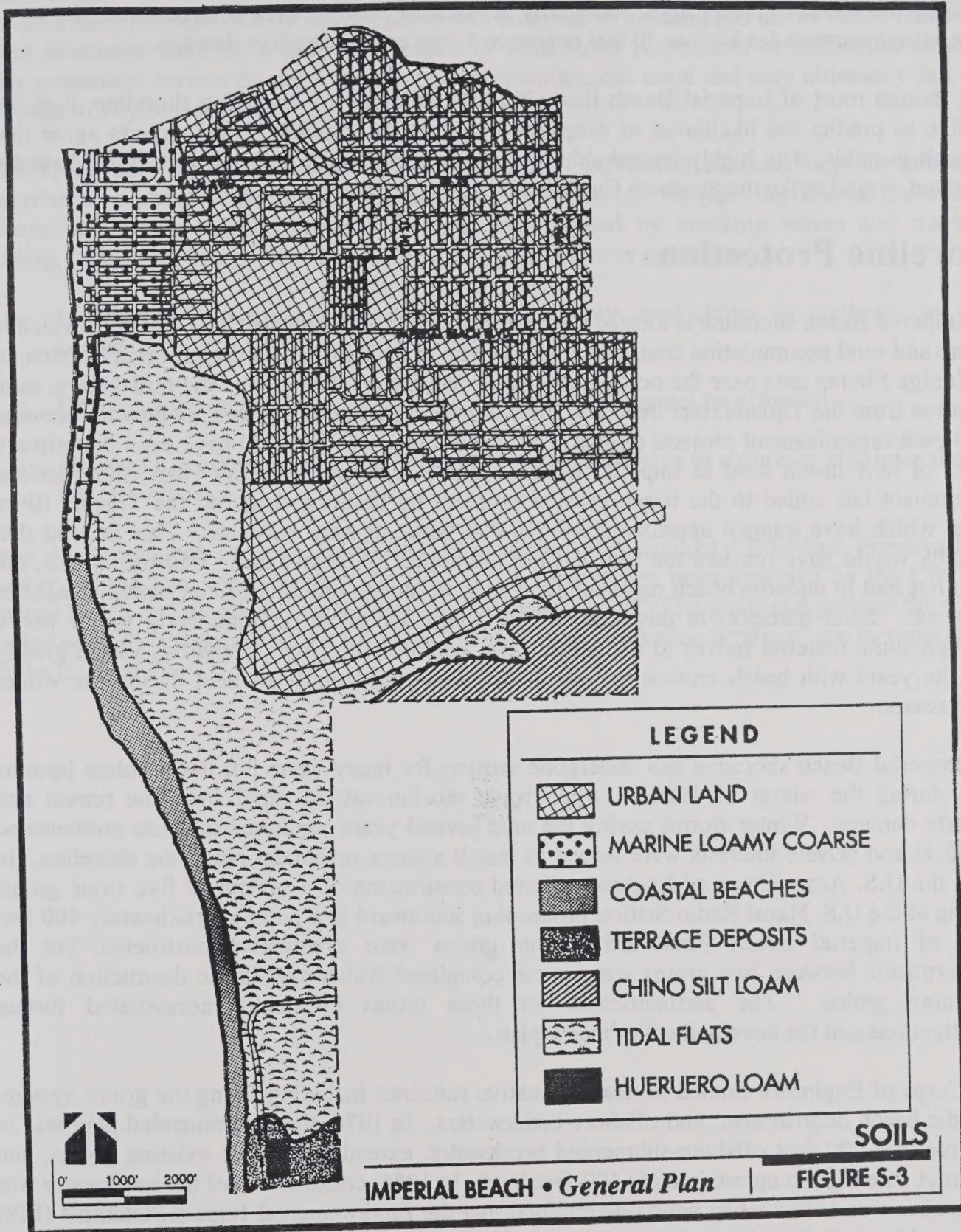
4. Landslides

Since the terrain of Imperial Beach is generally flat, landslides cannot be considered a significant hazard. There are, however, small cliffs within Border Field State Park and at the south end of Seacoast Drive. Limited landslides may occur in these areas during an earthquake of sufficient magnitude.

5. Tsunamis and Seiches

A Tsunami is a sea wave generated by a submarine earthquake, landslide or volcanic action. While the possibility of a major tsunami from either of the latter two events is considered to be extremely remote for Imperial Beach, a tsunami caused by a submarine earthquake is considered possible. Submarine earthquakes are common around the edges of the Pacific Ocean, as well as other areas. Therefore, all of the Pacific Coastal areas are subject to this potential hazard to a greater or lesser degree.

Tsunamis travel across the ocean as powerful, long, but low waves; perhaps 50 miles long and only one or two feet high. Traveling at almost 500 mph in the Pacific, such a wave in the open causes no problems; and, in fact, the slope of the wave front may be imperceptible to a ship at sea. However, as the tsunami waves approach the coastline,



they are affected by shallow bottom topography and the configuration of the coastline, which transform the waves into very high, potentially devastating waves. Even if large waves do not occur, strong currents (as high as 40 feet per second) can cause extensive damage.

Even though most of Imperial Beach lies within the category of low-lying shoreline, it is not possible to predict the likelihood or magnitude of a major tsunami. Most experts agree that although possible, it is highly improbable that a damaging tsunami, either locally or distantly generated, would strike the Southern California coast.

Shoreline Protection

The Imperial Beach shoreline is located within the Silver Strand Littoral Cell. The cell, which is a shore and sand accumulation area, extends from Playas de Tijuana, Baja, California Mexico, to the Zuniga Shores area near the ocean entrance to San Diego Bay. Since the mid-1800's, sand migration from the Tijuana river delta and the seacliffs at Playas de Tijuana, along with periodic City beach replenishment projects (which took place from 1941 to 1985) have been the primary source of new beach sand in Imperial Beach. However, in more recent years, the Mexican Government has added to the beach erosion problem by building dams on the Tijuana River Basin, which have trapped approximately 660,000 yards of sand per year. This is sand that normally would have reached the beach if not entrapped by these dams. Because of this, the beach has had to undergo beach replenishment from dredging and an artificial replenishment of the beach. Sand transport in this area of the Pacific Ocean is predominantly to the north, although some material moves to the south. The width of the City's beach has varied greatly over the years with beach erosion and sand loss being particularly evident during the winter storm season.

The Imperial Beach shoreline has undergone erosion for many years but the problem became acute during the winter of 1952-53 when wave erosion caused rapid shoreline retreat and property damage. Winter storms during the next several years continued to cause problems so that local and private interests were forced to install a stone revetment along the shoreline. In 1959, the U.S. Army Corps of Engineers started construction of a system of five stone groins starting at the U.S. Naval Radio Station proceeding southward to a point approximately 400 feet south of Imperial Beach Boulevard. Four groins were eventually constructed, but the compartments between two groins were never completed which caused the destruction of the remaining groins. The ineffectiveness of these groins eventually necessitated further investigations and the development of a new plan.

The Corps of Engineers studied several alternative solutions including fixing the groins system, periodic beach nourishment, and offshore breakwaters. In 1978, the recommended plan was to construct a 5,000-foot offshore-submerged breakwater, extend one of the existing groins, and construct a new groin approximately 600 feet long. In 1985, construction of the breakwater was to start but was halted when courts determined that the Environmental Impact Statement (EIS) did not address all the relevant issues. A revised EIS was never adopted.

During this period, private property owners initiated their own shoreline protection arrangements. Older buildings developed along the shore without benefit of engineered structures have been previously damaged and will continue to be damaged as the beach recedes. Newer structures have been built with either or both stone revetments or vertical seawalls. These protection devices do not solve the beach replenishment issue and may ultimately fail as the beach slowly recedes.

In 1991, the San Diego Association of Governments (SANDAG) initiated steps to develop comprehensive countywide shoreline protection guidelines to manage the coastal sediment resource and protect coastal property from damage caused by breaking waves and marine flooding. The following goals were followed in preparing these guidelines:

- a. Develop a framework within which all commonly used tactics or methods can be considered.
- b. Develop a description of what specific tactics can and cannot be achieved.
- c. Develop a description of possible adverse effects and ways to reduce or eliminate those adverse effects.

Based on subsequent research SANDAG adopted the plan entitled "Shoreline Preservation Strategy for the San Diego Region" in 1993. The strategy has been accepted by the City of Imperial Beach and all other coastal cities in San Diego County. The goals and policies the City adopted with its acceptance of the SANDAG "Shoreline Preservation Strategy" are incorporated into the General Plan.

GOALS

GOAL 15 SAFETY PROTECTION

The City shall insure the protection of life and property from fire, flood, geologic and seismic related hazards.

GOAL 16 SHORELINE PROTECTION

To manage the City's shoreline in a way which enhances the shoreline environment while also providing recreational opportunities and property protection.

Develop and carry out a cost-effective combination of shoreline management tactics that will have a positive impact on the regions economy and to develop a program to pay for the shoreline management strategy which equitably allocates costs throughout the region, and among local, State and Federal sources.

POLICIES

S-1 Technical Studies

No development should proceed until geo-technical investigations and recommendations are completed concerning potential soils, geologic, seismic and/or flood hazards and to determine which land uses (if any) are appropriate for the site, and to determine what measures could be undertaken to reduce risks to life and property.

S-2 Leave Hazardous Areas Underdeveloped

Developers should be required to leave potentially hazardous areas undeveloped and to leave sufficient open space adjacent thereto to insure public health and safety.

Areas which are suitable for development, yet surrounded by potentially hazardous lands, should be restricted from development due to the danger of complete loss of ingress or egress routes in emergency situations from flooding. An inventory shall be made to identify the location and extent of such areas in the City.

S-3 Floodplains In Open Space

Primary areas subject to flooding are recommended for permanent open space use.

S-4 High Risk Areas

Emergency and critical use facilities (hospitals, schools, etc.) should be restricted from all high-risk areas.

S-5 Construction Near Fault Traces

In the unlikely event that an active fault is determined to exist in the Imperial Beach area, no portion of any habitable structure should be built across the fault and the area 50 feet on

either side of the fault should be assumed to contain active branches of the fault until proven otherwise.

S-6 Cliff Top Development

Imperial Beach has few sea cliffs, however for those limited areas in the City where sea cliffs exist, at the time of new development, or recycling of land uses, any buildings should remain at least 50 feet from the top of the cliff. Unless a competent geologist certifies that development any closer will not result in risk to the building in case of a landslide, or in cliff buttressing which violates State Coastal Act policies.

Building plans shall assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

S-7 Flood Control Program

The City should take the necessary action to develop and constantly update an adequate flood control program including:

- a. Construction permits should not be granted in obvious areas of future flooding unless adequate flood protection measures are developed.
- b. Whenever possible, the minimum finished floor level for structures should be above the known or projected flood plain level.
- c. The City should adopt policies to prevent encroachment on existing water courses.
- d. Development shall be restricted to open 100-year floodplain areas that remain uncommitted to development as identified on Figure S- I No permanent structures or filling shall be permitted in the floodplain and only uses compatible with periodic flooding shall be allowed.

S-8 Disaster Preparedness

Imperial Beach and San Diego County actively participate in a program of disaster preparedness and relief for those extraordinary emergency operations of both governmental and nongovernmental groups. Imperial Beach should continue to maintain an Emergency Operations Plan (EOP), which is compatible with, and complimentary to, that of the County.

S-9 Public Education

The City should:

- a. Initiate education programs in lower grades using displays and demonstrations that would expose younger children to the nature and danger of fire. Such programs would tend to replace their natural curiosity with a sense of respect.

- b. Support or sponsor exhibits and presentations in secondary schools which demonstrate the more involved aspects of fire dynamics; i.e., major contributing factors to fire hazard and the relationship of fire to the natural ecology. Encourage parental cooperation and assistance in overall fire education programs.
- c. Develop a public information program to familiarize the citizens of the region with the Public Safety Element. School Districts and agencies which deal with the aged, handicapped and susceptible industries should be encouraged to develop educational programs relative to public safety awareness.

S-10 Regulate Shoreline Land Use and Development

The City should regulate shoreline land use and development by:

- a) Minimizing construction on beaches and in front of seacliffs.
- b) Require setbacks from beaches and low-lying coastal areas.
- c) Regulate sand mining if some were to occur.

S-11 Storm Waves, Flooding and Seacliff Erosion

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, shoreline protection devices and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing principal structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Prior to completion of a comprehensive shoreline protection plan designed for the area, interim protection devices may be allowed provided such devices do not encroach seaward of a string line of similar devices.

New Development fronting on Ocean Boulevard north of Imperial Beach Boulevard shall incorporate an engineered vertical seawall in its design if it is determined that shoreline protection is necessary. Such a seawall shall, except for required toe protection, be located within the private property of the development and shall be sufficient to protect the development from flooding during combined design storm and high tide events. *Public improvements shall be designed to avoid shoreline protection, if possible. Any necessary protection shall be the minimum necessary and shall not extend onto the beach further seaward than the authorized vertical shoreline protection on either side of the access improvements; or, in the absence of contiguous shoreline protection, the alignment cannot extend further seaward than the inland extent of Ocean Boulevard right-of-way. An exception may be made for necessary protection associated with public improvements at the Palm Avenue street end, which may extend seaward a sufficient distance to accommodate a transition to the existing groin. All improvements shall be designed to minimize impacts to shoreline sand supply. [Amended May 5, 1999, by Ordinance No. 99-936]*

Any sand excavated during grading for any permitted development shall be analyzed for suitability for beach nourishment and shall be utilized therefore if found to be suitable.

The City should protect property by:

- a) Creating artificial dunes pursuant to SANDAG technical specifications.
- b) Developing a coastal shoreline protection device ordinance for the design and construction of seawalls and revetments.
- c) Developing erosion management measures such as irrigation controls, landscaping ordinances, and other measures suitable to the changing nature of the Imperial Beach shoreline.
- d) Working in coordination with SANDAG and other coastal cities in developing a regional beach replenishment program and continuing to implement the adopted "Shoreline Preservation Strategy for the San Diego Region".

Oversized Map or Foldout not scanned.

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